Weather
Overcast and damp. The maximum temperature yesterday was 87.3 and the minimum 74.9, the figures for the corresponding day last year being 82.4 and 77.2.

The China Press
大陸報

The Mail Box
MAILS for America-Europe, Str. Shinyo Maru, July 19.
FOR Europe and way ports, Str. Cap. Arcona, July 19.
FROM America and Europe, Str. China, today, a.m.

NO. 3052 VOL IX. Registered at the Chinese P. O. for transmission "with special marks privileges on China" 辛酉年六月十三日 SHANGHAI, SUNDAY, JULY 17, 1921 大正四年 第三種郵便物認可 20 CENTS

PARIS HAPPY HERRICK HAS RETURNED ON FESTIVE DAY

Greets U.S. Ambassador As Friend Of France In Time Of Need

CITIZEN OF PARIS

Honor Him For Work When War Cloud First Broke

(French Wireless through Reuter)

Paris, July 15.—Public opinion here emphasises the happy coincidence whereby Mr. Myron Herrick, the American Ambassador, arrived in Paris on the day of the National Fete, and it sees in this a delicate attention of which it is highly sensible. It is recalled that Mr. Herrick was Ambassador to France at the outbreak of war, and that his attitude on the reception of the bad news of August, 1914, gained for him the gratitude of the French nation.

On September 2 of that year, remarks the Liberte, he called on President Poincare at the Elysee, and addressed him in language which the ex-President recently made public.

"I shall not leave Paris," he said. "Some defender of the law of nations must remain here, and I shall stay to protect your public monuments, your museums and your libraries. I shall be able to speak in the name of the United States, and be assured that I shall prevent looting and massacres."

READY TO ACT

It is said that the Ambassador took the precaution of having slips of paper printed with the words "American property" in English and German. These were to be affixed, in case of enemy occupation, to the monuments most threatened, for he feared that Paris would share the fate of Louvain, and he promised to do all in his power to prevent such a crime. The populace were comforted to know that the American representative remained amongst them, sharing their sorrows and running the same dangers as themselves.

Returning here not very long ago in his private capacity to visit our factories and to hail our victory, Mr. Herrick was entertained at a reception at the Hotel de Ville, where he had an extremely cordial welcome, and the title of "Citizen of Paris" was bestowed on him, amid acclamation.

He comes back to us, therefore, as a friend, and, so to say, as a compatriot, and will be at home among us. No-one is better fitted than he to discuss in an atmosphere of absolute confidence the problems which the peace settlement has left in abeyance, and no one knows better that France has undergone no change. As in 1914, so in 1921, she remains the friend of peace and justice.

AMERICAN MAIL ARRIVES TODAY ON LINER CHINA

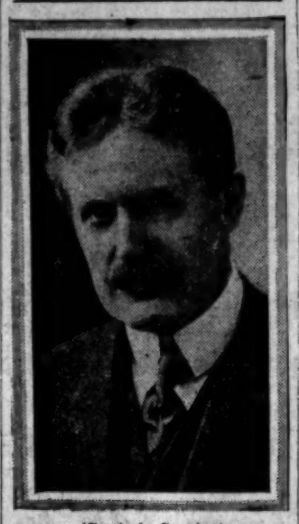
Other Consignments Coming On Ecuador And Silver State —Shinyo Sails Tuesday

Following the arrival yesterday of a small consignment of mail from the United States on the steamer Suwa Maru, another mail consignment from America is due to arrive this morning on the steamer China of the China Mail.

The next incoming mail will arrive on the steamer Ecuador of the Pacific Mail due here on July 22 and a large mail consignment will follow on the steamer Silver State of the Admiral Line on July 26. The Silver State sails from Seattle on July 9.

The next departing mail boat will be the Shinyo Maru of the T.K.K., sailing Tuesday, but only matter addressed to Honolulu will be dispatched from the American Post Office on this steamer as the C.P.O.S. liner Empress of Russia, sailing from Shanghai on July 23, is due to arrive at Vancouver on August 8, while the Shinyo Maru will not arrive at San Francisco until August 13.

American Ambassador Myron T. Herrick



(Reuter's Service)

Paris, July 15.—Mr. Myron T. Herrick, the new United States Ambassador to France, arrived here today. He was cordially welcomed by the Premier, M. Briand, and numerous distinguished personages, and loudly cheered by the crowds.

RED BEARDS FIRE ON CONSUL FROM SUNGARI JUNKS

British Official's Wife Has Narrow Escape From Bandits' Bullet

(Reuter's Pacific Service)

Harbin, July 14.—Yesterday evening the British Consul here, Mr. H. Porter, together with his wife and a friend, while making a pleasure trip in a motor boat on the Sungari, encountered not far from the town seven small junks manned by Hunghutzes, who opened fire, one bullet traversing both doors of the cabin of the motor-boat and missing Mrs. Porter, as well as the mechanic, by an inch.

The motor-boat managed to escape unharmed. The Consul immediately made representations to the Chinese authorities, and it is understood that a strong detachment of troops has been sent up the Sungari.

The event has created a tremendous sensation here. It is hoped that the result will be at last to bring about a change in the organisation of the guard of the railway zone, which at present is most inefficient.

BANDIT LEADER DEAD

Vladivostok, July 16.—Bands of Hunghutzes concentrated in the district around Nikolsk-Ussurisk, have become alarmingly active. A large band under the notorious leader, Kaosan, attempted to seize the town on the 13th instant but were defeated by the militia and Japanese gendarmes. Kaosan was killed and documents which were found on him proved his connection with Generals Savelieff and Mafakin.

The Poltavsky district is practically in the hands of the Hunghutzes. The inhabitants are being terrorised and many carried off for ransom. A Korean village three versts north of Nikolsk-Ussurisk was looted on the 12th instant and the village of Kazakevka was seized on the 14th.

The Japanese are taking energetic steps to suppress the bandits.

Famine In Kweichow If Unrelieved May Lead To Cannabalism

(Reuter's Pacific Service)

Peking, July 16.—At a meeting of the National Famine Prevention Commission this morning, the representative of Kweichow stated that the famine situation in Kweichow was so bad that unless immediate help were given the people of thirty districts would be forced into a state of cannibalism. The famine there, he said, was as bad as it was during the worst period in Hunan in Spring.

The representative of Hunan declared that the famine was also bad in his province.

Miss Chang First Chinese Lady M. A. Of Edinburgh Univ.

(Reuter's Service)

London, July 15.—Miss Chang Ying-yuen, who has just graduated from Edinburgh University with the degree of Master of Arts, is the first Chinese lady to take the full course of Master of Arts there. She attained great distinction in many of her classes.

Japan's Reply To Harding Brings Unpleasant Surprise

Some Urge President To Divide Conference In Three, Discussing Naval, Land And Diplomatic Questions Separately

(Reuter's Service)

London, July 16.—Japan's reply to President Harding has caused a temporary and unpleasant surprise in Washington, but it is believed that the matter can be satisfactorily explained, and the opinion is still held that the Conference will open on Armistice Day.

The New York World says the good offices of Great Britain are called upon to explain to Japan that her best interests cannot be served by isolation from a conference in which the Great Powers wish to take steps to insure against future disturbance of the peace of the world.

Some critics are urging President Harding to divide the Conference into three sections, dealing respectively with naval armaments, land forces and purely diplomatic questions relating to the Pacific and the Far East, thus practically ensuring the success of the proposals in regard to naval disarmament.

TOKIO IS ANXIOUS

(Reuter's Pacific Service)

Tokio, July 15.—America's reply to the inquiry of the Japanese Foreign Office regarding the nature of the Agenda of the proposed Pacific Conference is awaited with the greatest interest by all circles here.

The hope is expressed that Japan's attitude will not be misinterpreted as meaning that she is desirous of avoiding participation in the conference.

It is semi-officially stated that Japan is equally desirous as the other Powers of reaching the fullest understanding on Far Eastern and Pacific questions, and that she confidently expects to receive a sympathetic explanation of the proposed agenda of the conference.

(Reuter's Service)

AMBASSADOR WAITS

Washington, July 15.—The French Ambassador, M. Jusserand, who had booked his passage to sail for France yesterday, has postponed his departure indefinitely on account of the proposed disarmament conference.

BRIAND APPROVES

Paris, July 13.—Speaking in the Senate today, M. Briand acknowledged the receipt of President Harding's proposal for a conference on disarmament and Pacific problems, and stated that France was willing to do everything to insure permanent peace and to organise international disarmament, but that she could not overlook the requirements of her own security.

Regarding Turkey, M. Briand said he was hopeful that peace would soon be concluded with the Kemalists. France was willing to evacuate Cilicia but "on her own terms and against solid guarantees."

Dr. Wu Ting-fang and Dr. V. K. Wellington Koo were named yesterday in a circular telegram signed by the National Students' Federation to represent China at the coming Disarmament Conference to be held in Washington.

Many Powers Join With France In Celebration

British Place Wreath In Honor Of Rheims While Belgium Wishes Happiness And Prosperity

(French Wireless through Reuter)

Paris, July 15.—The Fourteenth of July celebration was as brilliant as ever in Paris and the Provinces. The absence of the usual military reviews did not mar the popular enthusiasm. The festivities were particularly gay at Strasburg where the students largely contributed to the success of the day's program.

Belgium joyously celebrated the French National Festival. In Brussels the French Chamber of Commerce gave a banquet at which the French Ambassador, M. de Margerie, and M. Max, the Burgomaster of Brussels, were among the guests.

The King of the Belgians sent the following telegram to President Millerand:

"It is a great pleasure for me, as for the whole Belgian people to join with all my heart in the fete which glorious France is celebrating today. I send your Excellency on behalf of your Excellency's admirable country, my warm wishes for your happiness and prosperity."

In London a striking ceremony was performed at the Cenotaph in Whitehall, at which Queen Alexandra was present. The Duke of Portland, as Chairman of the British Empire Fund for the restoration of Rheims Cathedral, placed a magnificent wreath of blue, white and red everlasting flowers on the Cenotaph bearing the inscription in French, "Ils ne passeront pas," and beneath, in English, "To the ever glorious memory of France, who in defending her own country also defended the cause of Liberty. This token is offered on France's National Day, July 14, by the Committee of the Fund for the Restoration of Rheims Cathedral."

The Fourteenth was also conspicuously feted in Warsaw, where there was a military review at the French Embassy at Berlin, outside which a crowd of interested but quite orderly spectators gathered, and at Mayence where General Degoutte reviewed the garrison.

(Reuter's Service)

Paris, July 14.—The National Fete was celebrated today in gorgeous weather here, attracting an immense concourse of visitors from the Provinces and abroad, the British being especially noticeable. The streets were bedecked with Allied flags.

Owing to the heat, the traditional review of the garrison by the President was countermanded.

PROTEST RUSSIAN SHELLING SHIPS ON THE SUNGARI

Chinese Appeal to Newspaper; Sets Official Wheels Of Peking Moving

(Reuter's Pacific Service)

Peking, July 15.—The local Chinese authorities have lodged a strong protest with the Russian authorities on account of the recent shelling of the steamer Hangchow in the Sungari, but have not yet received a reply.

A telegram from Tsitsihar says that eight Russian reactionaries have been arrested there and are being kept in custody. It is alleged that these men were in uniform and carried arms.

Last Friday THE CHINA PRESS printed the gist of a telegraphic appeal from the Chamber of Commerce of Heilungkiang asking this newspaper to use its good offices in getting action out of the Peking authorities to end these Russian outrages and infractions of China's right to use the Sungari River. The protest referred to in the above telegram is the outcome.

BATTLE IN AIR ENDS IN FAVOR OF CANTONESE

Hard Fight Expected In Kwangtung's Attack On Kwaihsin

(Reuter's Pacific Service)

Hongkong, July 15.—A report from Cantonese sources from Wuchow states that three Cantonese aeroplanes engaged two Kwangsi planes in an air-fight over Tanghsin, and that the Kwangsi aeroplanes were forced to descend within their own lines.

The same report adds that the Cantonese are marching to attack Kwaihsin, the Kwangsi forces' strong line of defense, and that severe fighting is expected.

Five U.S. Warships Arrive At Lisbon

(Reuter's Service)

Lisbon, July 15.—An American squadron, consisting of the battleships Connecticut, Minnesota, Kansas, Michigan and South Carolina, commanded by Rear-Admiral Hughes, has arrived here.

They'll Help Fly The ZR-2 Across The Atlantic

U.S. Navy airmen, members of the crew of the dirigible ZR-2, now nearing completion at Bedford, England, for the American Navy, photographed in front of the construction shed. These men will be aboard the giant dirigible when it attempts the transatlantic flight from England to Lakewood, N. J., early this Fall. They are now practicing on the R-32, a dirigible of the same type as the ZR-2, which is better known as the R-38. Left to right: L. S. Coleman, L. E. Croll, J. C. Burnett, F. T. Motman, G. Welch and C. W. Catts.

DOLLAR PARTY IN AUTO CRASH BUT RESUME JOURNEY

(Reuter's Pacific Service)

Hongkong, July 15.—A motor car, containing Captain and Mrs. Robert Dollar and Mrs. Peter Cook and others, collided with a motor car, containing three ladies at Castle Peak yesterday evening.

The occupants of Captain Dollar's car were thrown out. Mrs. Cook was severely injured, receiving cuts on the forehead and cheek.

Captain and Mrs. Dollar were not injured beyond bad bruises on the body. The occupants of the second car were not hurt.

Mr. J. Harold Dollar yesterday evening advised that he also had received telegraphic word of the motor accident at Hongkong, but his message spoke of the mishap as a trifle. No one was seriously injured, the telegram said.

Mrs. Peter Cook, mentioned in the Reuter's message as having received cuts on the forehead and cheek is a member of Capt. Dollar's traveling party. She is a resident of Rio Vista., California.

The Dollar party was scheduled on their itinerary to leave Hongkong Friday night for Manila, and Mr. J. Harold Dollar understands from his message that the party left on schedule in spite of the accident. The tour of the Dollar party will follow the Suez route, to New York.

LONDON BRANCH OF FRENCH BANK MAY BE CLOSED

Petition Presented Solely As Precaution In Aid Of The Creditors

(Reuter's Service)

London, July 15.—As a result of the application of the Banque Industrielle de Chine in Paris for a "reglemente transactionnel" under the French law of July 2, 1919, and the consequent suspension of payment by the London branch, a petition has been presented for the winding-up of the London branch and an application will be made for the appointment of a provisional liquidator.

It is officially stated that these steps are being taken solely as a precautionary measure to protect and preserve the assets for the general body of creditors.

It is confidently hoped that, as a result of the negotiations now being conducted in Paris under the leadership of the French Government, arrangements will be made which will entirely satisfy the creditors and that liquidation proceedings will be stayed.

DENIES REPORTS

(Reuter's Pacific Service)

Peking, July 15.—The French Charge d'Affaires at Peking wishes to make it known that the various statements which have been attributed to him by some Chinese and foreign papers, about the situation of the Banque Industrielle de Chine are absolutely groundless.

Pope Grants Prince Of Japan Audience

(Reuter's Service)

Rome, July 15.—The Pope received the Crown Prince of Japan today. The audience is stated to have been most cordial.

The Unexpurgated Diary Of A Shanghai Baby

By Elsie McCormick

JULY fourth—On board steamer going to Tsingtao. Nobody out on deck except amahs with babies and pet dogs. Family acting very strange. Heard Auntie say that she wasn't going to speak to Bertie any more, as he had brought her box of candy with remark that he hoped she would enjoy it on the way up.

"The party's getting rough," said papa, coming in while boat was shaking like Auntie's shoulder in dance. "What do you want for tiffin?"

"Oh, keep quiet!" remarked mama, drawing covers over head.

Papa asked her if she was seasick, and she said no, of course not, she was just staying in berth to save the Chinese boy the trouble of making it up.

"Strong-minded people don't get seasick?" papa said, "I always enjoy the ocean."

"Is that why you were looking at it so long this morning?" Auntie asked.

Papa said he guessed he would go back to smoking-room, as he had date with a man to play casino. Must be funny game, as I saw papa later sitting in steamer-chair looking like coolie asleep in ricsha, while steward brought him lemon and hot water.

* * *

JULY fifth—Family still acting queer. Heard steward ask papa if he had given up his ticket yet, and papa said no, but that he expected to any minute. Amah carried me on trip around boat. Was looking down at passengers in lower deck, when who should I see but Jap baby. Threw chow bottle, but missed Jap baby and broke chow. Very sorry, as did not like chow amah gave me with chopsticks. Wonder if Jap baby is going to Tsingtao.

* * *

JULY sixth—Landed today in summer resort. Had interesting time watching Jap customs men open baggage. Wanted to take off lids of my canned chow, but afterwards put them back after shaking at ear. Mama very much interested when man opened papa's suitcase.

"Is that why you were so anxious to pack it yourself?" asked mama, looking at bottles.

Papa said bottles must have gotten in by mistake.

"What was the mistake?" asked mama. "Did you put in the wrong brand?"

Papa told mama it was too bad she wouldn't let him have some space to himself in luggage, as she wouldn't give him any room in trunks and he had been obliged to pack most of his clothes in the bird-cage.

* * *

JULY seventh—Pleasant day. Papa came back from beach and said that he had discovered fourth dimension, as he had seen stout Russian ladies in bathing who must have had more than three.

"Every time one of them jumped up and down in the water, a wave broke on the beach," papa said.

Mama asked him how he happened to be carrying field glasses, but papa answered that he had been very busy reading names on boats.

* * *

JULY eighth—Not much doing here. Spent day sitting on porch with amah while mama plays bridge. Mama not happy because social status in Tsingtao depends on position of bath-house and family bath-house is not in front row. Auntie says she can't make much progress on beach because of competition with Russian flappers.

"I wish I had stayed in Shanghai where there are plenty of men," Auntie said.

"I never noticed that we had to have a cordon of police around the house to keep them away even there," papa remarked.

No answer from Auntie, as she saw B.A.T. man coming up the steps, and ran into room to powder nose.

* * *

JULY ninth—Still quiet. Lady asked papa if he had seen the Ichang gorges, and papa said that they had the next table to us, but that he didn't know before that they were from Ichang.

"They can certainly wield a wicked knife and fork," papa remarked.

Mama kicked papa on knee, and told him afterwards that he should be more careful in remarks.

"It's the little things that are most important in a resort like this," mama remarked.

"You have the right idea for once," answered papa, smashing mosquito.

Conversation absent for rest of morning.

* * *

JULY ninth—Saturday. Rode to town in ricsha with amah. Saw lots of Jap babies on street and am very tired from making faces, as didn't want to run chance of overlooking Jap baby from Shanghai. Believe that government sent it up here to spy on me. Will always go out fully armed with wooden elephant. Wonder if there is American baby in Tsingtao to act as consul in case of trouble.

Dr. Wang Ill, Hsu Fills Railway Post

(Reuter's Pacific Service)

Peking, July 15.—Mr. Hsu Shih-jang, Vice-Minister of Communications, has been placed in charge of the Railway Department of that Ministry during the absence of Dr. C. C. Wang, who is ill at Harbin. At present there seems no likelihood of Dr. Wang being replaced.

Prince Tuan Told Must Move "Soon"

(Reuter's Pacific Service)

Peking, July 15.—A mandate will be issued shortly appointing General Lu Hung-tao Tuchun of Kansu.

The Waichiaopu has instructed the Peking Gendarmerie and the Metropolitan Police to notify Prince Tuan that he must leave Peking soon.

OPTIMISM PREVAILS OVER IRISH CONFERENCE

Ministers Are Silent But Popular Optimism Is Widespread

VALERA'S OFFER

Reported That Ulster Gets All Given By Home Rule Act

(Reuter's Service)

London, July 15.—It is officially announced that Mr. Lloyd George and Mr. de Valera had a further conversation at 10 Downing Street this morning and that the conference will be resumed later, probably on Monday.

It is understood that the Prime Minister again received Mr. de Valera alone. A large crowd of Irish sympathisers, gathered in Downing Street, loudly cheered Mr. de Valera.

It is stated that the conferences continue to be amicable and there is no hint of any deadlock.

In the afternoon Sir James Craig, the Ulster Premier, had a two and a half hours' private interview with Mr. Lloyd George. Sir James has telephoned to the members of the Ulster Cabinet to come to London from Belfast.

Apart from Belfast, where troops are being drafted in, in consequence of rioting yesterday, in which there were a number of casualties, Ireland is quiet, hoping for a satisfactory settlement as a result of the conferences between Mr. Lloyd George and Mr. de Valera.

London, July 15.—In connection with the recent incendiary fires at Manchester, 16 Sinn Feiners have been found guilty of treason and felony. Sentences were passed ranging from fifteen to three years penal servitude.

London, July 16.—On almost every hand there is widespread optimism as regards the unexpectedly good progress made in the conversations on the Irish question and the prospects of peace. Although Ministers maintain the strictest secrecy, the cheerfulness of their demeanor is significantly unmistakable, and the opinion is expressed by responsible people that the differences which exist are not deemed incapable of adjustment.

Meanwhile, the Daily Express declares that Mr. de Valera has offered to Ulster at least all the powers she now possesses under the Home Rule Act. The journal further asserts that the real bone of contention lies in the question of Ireland's contribution of £18,000,000 annually to the Imperial Exchequer.

Sinn Fein wants to be relieved from this burden, and thus placed on the same footing as the Dominions, but it is stated that this would raise England's income tax to eight shillings in the pound, and correspondingly effect a considerable decrease in the Irish income tax.

ANGLO-DUTCH CO. PLAN TO CONTROL RUBBER ESTATES

£2,000,000 Corporation Will Borrow Up To Eight Million Pounds

(Reuter's Service)

London, July 15.—At a meeting of the Rubber-Growers' Association held in London today, a scheme was submitted for the formation of a Rubber Producers' Corporation, in conjunction with Dutch rubber interests, with a nominal capital of £2,000,000 in one-pound shares, and with borrowing powers up to £8,000,000, of which a minimum of £3,000,000 is to be raised in the first instance.

The object of the Corporation is to control the rubber output of its members, to fix the selling price of rubber, to regulate the sale of rubber, and the opening of further rubber lands, to purchase or to make advances on rubber harvested or to be harvested, and, if desirable, to make advances, on security, to approved rubber estates belonging to members.

The shares of the Corporation will not be allotted until the owners of at least 2,200,000 acres including the Dutch Corporation, which will be formed simultaneously, have come into the scheme. If this support is not forthcoming, the scheme will fall through.

UNDESIRABLES NOT WANTED; FRANCE BARS THEM OUT

Niveaux Explains Legislation Seemingly Harsh To Immigrants

(French Wireless through Reuter)

Paris, July 15.—M. Niveaux, deputy, Reporter of the Committee on a new bill dealing with the temporary and permanent residence of foreigners in France, has written an article on this question in which he points out that during the war many foreigners came to France to take the place of men at the front, in the fields and factories, and that this flow of immigrants has continued since the war—refugees flocking to France owing to the internal disorders in many countries—with the result that today the number of foreigners in France is 1,631,260.

"Nobody," says M. Niveaux, "proposes to refuse right of entry into France to those who come honestly to join in our national life—product of brave and patient toil—Nor could there be any question of imposing special taxation on those who regard France as their second motherland—We have no intention of belying our reputation for generous hospitality—but it is not admissible that undesirables should mingle with the crowd of honest immigrants, and swell the numbers of the army of criminals in our midst. It is our duty to defend ourselves and that is the spirit behind the bill now before the Chamber—The Committee on the bill will see to it that the national safety is assured, without offending the legitimate interests and susceptibilities of others.

The bill draws a line between two classes, (1) tourists, from whom only a declaration of identity, to be made to hotelkeepers etc. will be required and (2) foreigners who intend settling permanently, or following a profession in France.

These must apply for an identity card which will only be granted upon certain guarantees. It is hoped that this will assist in the suppression of crime.

Iloilo Manager Of Bank Arrested By Receiver's Order

(Reuter's Pacific Service)

Manila, July 4 (by mail).—The investigation of government finances and the affairs of the Philippine National Bank, the official depository of the government funds, by Mr. W. T. Nolting, the insular auditor, is expected to continue for some months. The investigation has already resulted in the arrest of General Venancio Concepcion, former president of the bank, and of Senor Jose Santiago, the ex-manager of the Iloilo branch. Both were charged with indirect borrowing from the bank, in violation of the Philippine banking law.

The disposition of the American Congress to increase the Philippine debt limit, as reported in press despatches, is having a stabilising effect in financial circles. It is hoped that the Congress will grant an increase considerably above the additional $15,000,000 which was first contemplated. Local bankers say that $15,000,000 more will afford only temporary relief—perhaps enough to meet the situation for three months—but that a much larger indebtedness will be necessary to straighten out the situation permanently.

Foreigner Dismissed With Reprimand In United States Court

A police orderly from the East Jukong Road station of the Paoshan department came to North Szechuen Road station of the International force Friday afternoon and reported that a foreigner whose arrest was desired on an assault charge was holding off members of the Paoshan police with two pistols.

Detective Sergeant Ross accompanied the officer back to Jukong Road where he found a man whom he recognised as Carl Gunther, who is well known to the police. No weapons were in evidence at that time.

Gunther claimed to be an American citizen and the matter was reported to the American authorities, following which United States Marshall N. E. Lurton visited the address and placed Gunther under arrest, taking him to the Consulate for detention.

Gunther appeared yesterday before United States Commissioner Schuhl and was dismissed with a reprimand.

Smiles from the Mixed Court

It's queer, the way the hot weather reacts on some people. With the majority, now, the inclination, almost amounting to an overpowering urge, is to dispense with as many or as much of the fripperies and adornment which custom prescribes as can be abandoned without actual infringement of the blue laws. Not so, however, with Wong Lien-su.

Night before last, which almost anyone will admit was about as sulphuric as may be expected this side of a certain place, a sweltering Chinese police constable paused at the corner of an alleyway off Shansi Road to pray for a breeze, a snowstorm and an ice cream soda. While thus piously engaged a man came hurtling by him at a pace far, far too ambitious for the current brand of weather. Clearing the mouth of the alleyway, this speedy individual paused to glance rapidly up and down the street.

As the amazed policeman allowed his eyes to rove the length of this incredible party it struck him that there was something peculiar about the party's legs. Looking closer, he became convinced that the man was wearing two pair of trousers. This peerless piece of detective work was possibly due to the fact the two garments were off different lengths, the bottoms of the legs of the more intimately worn set extending below the bottoms of the other. If Wong, for it was none other than he, had had the foresight to don the long pair last this story would never have been written. But Wong, as it was discovered later, was in a hurry when he clambered into the trousers.

The C.P.C., sluiced with the fresh flood of perspiration unloosed by the thought of a man facing the streets in winter costume, stopped up for a closer look. And almost developed apoplexy when he saw a third pair of trousers draped across the man's arm.

"Why don't you wear one pair and carry two?" gasped the cop.

The question seemed to disconcert Wong. He dropped the neatly folded pants which he had been carrying and started off at a gait which made his previous pace seem but a languid saunter. But the C.P.C.'s curiosity had reached the point of hysteria by this time and being more aptly clad for sprinting he soon overhauled the fleeting one.

By the time the constable got through with his bombardment of queries Wong had succumbed to the heat and admitted that two pairs of the trousers didn't belong to him, but had been suddenly and secretly acquired in a house abutting on the alleyway from which he had debouched.

Wong can wear as few clothes as he likes for the next two months without attracting attention.

A LEAK IS PLUGGED

How long Dau Ching-pen had been getting away with it nobody knows except Dau, who is reticent on the subject, but according to the handcart coolies whose duties take them across the Chapoo Road bridge it had been a long and expensive while.

At dull intervals, when traffic across the bridge was scanty, Dau might be seen leaning idly against the railing at one or other end of the span. At moments when half a dozen handcarts mingled with the usual tangle of ricshas and motor cars oozing across the creek the rail might be seen getting along as best it might without Dau's support. Then he would reappear, nonchalantly indolent, watching the flow of vehicles with a casually appraising eye. These little excursions into obscurity would generally precede hurries of excitement at short distances from the bridge's approaches and the dashing back of volubly hysterical handcart coolies frantically scanning the roadway and the costumes and handbaggage of all the pedestrians in the neighborhood.

The way Dau worked it was thus: whenever traffic seemed congested enough he would suddenly metamorphose from the idling lounger into the industrious, perspiring handcart coolie, straining vociferously away with half a dozen others engaged in shoving the clumsy vehicle to the crest of the bridge. In the stress of the work, when no man had opportunity of even glancing at his fellow, he was unobserved as an individual and merely figured as a cog in the propulsive mechanism. When the rise had been negotiated Dau was always the first man to relax, and, casually reaching for one of the coolies' jackets adorning the cargo or the empty cart, he would begin slowly draping it over his shoulders as one cognisant of the danger of taking cold after violent exertions and would lag behind while the cart rattled rapidly down the incline. By the time the loss was discovered Dau would be jacketless and unoccupied again, the theory being that he employed a couple of small boys to remove the spoils to a safe spot, whence they found their way to the pawnshop.

Last Friday Dau made the mistake of reaching for the jacket of Sz Kyung-pian just as Sz himself stretched forth a hand for the garment.

Of course Dau denied it all and insisted that he was a regularly employed handcart coolie. He had made a couple of mistakes, he admitted. First he had unknowingly attached himself to the wrong handcart and, second, he had taken Sz's jacket for his own. The court considered this explanation to be worth about four months' of carefully supervised leisure and eventual exile from the Settlement.

ZUNG IS PERPLEXED

Zien Kwang-ming was moving to new quarters but on the way he grew tired, so he sidetracked into a shaded alleyway off Kuling Road, arranged his bundle of possessions pillow-wise and began snoring in a minor key.

Sometime later the slumberer jolted violently into semi-consciousness and found his ear resting upon an extremely resistant and irregular cobblestone. He brushed away the consequent fog of constellations just in time to see his bundle fading round the corner of the alleyway under the arm of Zung Kwei-sung. Zung dodged the first policeman along his line of flight but piled up against a Sikh Havildar further along the route.

In court Zung allowed that there had been some mistake. He admitted that he had picked up the bundle in the alleyway, but he couldn't for the life of him recall having seen Zien anywhere about. He was running, he explained, because he became alarmed at language which was being addressed to him. He never had heard such a flow of invective in his life as was hurled after him by someone who came out of the alley after he had left it.

Still, it hadn't dawned upon him that there might be any connection between the bundle and this man's ravings. With ninety days of uninterrupted meditation ahead of him it is likely that Zung will be able to establish the connection.

Telegraph Co.'s And Soviets Now Agree

(Reuter's Pacific Service)

Peking, July 16.—It is learned officially from Warsaw that the Polish papers report that representatives of the Great Northern Telegraph Company, Limited and the Eastern Extension Australasia and China Telegraph Company, Limited, on the one hand, and of the Russian Soviet Government, on the other, have reached an agreement regarding the re-opening of telegraphic communication between Europe and the Far East through Russia.

Japanese Growing Diplomatic; Send Mission To Siberia

(Reuter's Pacific Service)

Tokio, July 16.—Mr. Hajime Matsushima, former Japanese Consul-General at Harbin, has been appointed chief of the Japanese Diplomatic Mission to Siberia. He left yesterday for Vladivostok.

LOAN IS APPROVED

(Reuter's Pacific Service)

Peking, July 16.—The Cabinet today approved the flotation of a domestic loan of thirty million dollars. A special bureau will be organised to arrange suitable guarantees for the payment of interest and the repayment of the loan.

SHANGHAI FIRM GETS AWARD IN PEKING CONTEST

Project Launched To Build Model Residential Quarter In The Capital

A Shanghai firm of architects, Messrs. Cumine and Milne, was one of the competitors given awards in the government competition recently held at Peking for the best plans and designs offered for the model residential quarter promoted by the Direction General de Travaux de la Ville de Peking.

The first award, according to the Peking Daily News was given to a firm of French engineers and shipbuilders, Messrs. Broussard, Mopin Cie.; the second prize went to a Peking Chinese firm, the Fu Fuan engineering company. The prizes attaching to the awards were in cash, $2,000 for first, $1,000 for second and $500 for third. The recipient of first award also will be given the appointment of superintendent of the construction work.

The model residential section movement in Peking is an organised rebuilding of the foreign city into quarters suitable for the increasing foreign population. The rebuilding is to be done in units, each of which shall have modern apartments, streets, parks, theaters, public meeting halls, etc, all equipped with modern conveniences and comforts.

The plans submitted by the successful competitors are now being exhibited in the Hall of the Direction Generale. It is expected to commence work on the first model section early next spring. Other units will be constructed later.

THE BOOK OF KNOWLEDGE
A liberal practical education
SOLD BY
Chinese American Publishing Co.
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POSTPONE BOND ISSUE

(Reuter's Pacific Service)

Peking, July 16.—The proposed issue of C. E. R. bonds has been postponed indefinitely. It appears that at the last meeting the Board resolved to leave the questions of the date and place of issue and currency to the Directors who are at present not in favor of the issue as they expect to secure a further loan of three million dollars from the Chinese banks which lent them two million dollars in January last.

RETURNS FROM TOUR

(French Wireless through Reuter)

Paris, July 15.—Marshal Fayolle has arrived in Paris on his return from his mission to Canada and the United States. He gives a very favorable report of his tour.

AGRICULTURE

THERE are twelve special I.C.S. Courses treating on various branches of agriculture. Each one is interesting and thorough in the work it teaches.

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Chemical	Bookkeeping	Navigation
Marine	Accounting	Gas Engines
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Mechanical	Advertising	Plumbing
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		Cartooning

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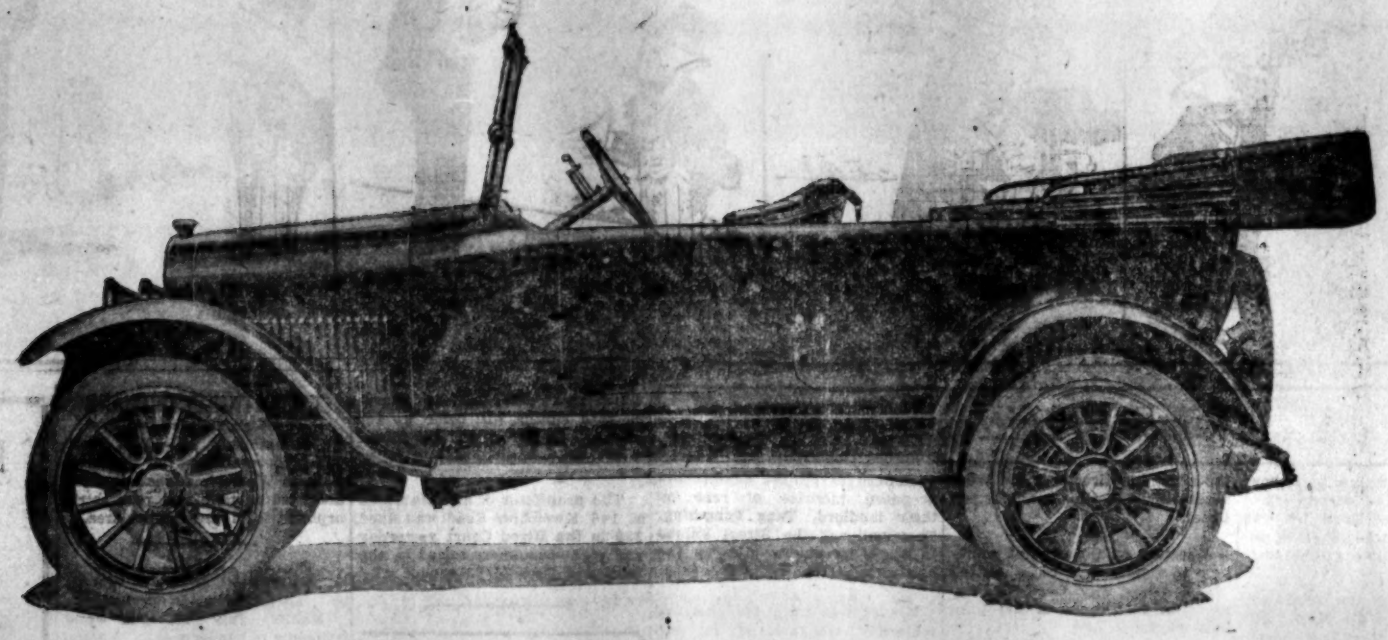

THE NEW MAXWELL

A high-grade car at a low cost. Some of the points of the new Maxwell to which we invite the attention of the Shanghai Public are: Economy (1) of cost, (2) of up keep, (3) of tires; secondhand value, perfect springing, easy controls, plenty of leg-room, smartness, reliability, beauty of line.

IN introducing this new car to the Eastern market we believe that it has a great future before it. The long-continued efforts of the manufacturers of Maxwell to attain perfection have at last found achievement in this car.

EQUIPPED with 2 unit starting and lighting outfit, high tension Bosch magneto and all the latest appliances, attractively designed and very suitable for Shanghai, being both smart and economical to run.

COME IN AND SEE IT

The SHANGHAI HORSE BAZAAR AND MOTOR CO.

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CRANE PARTY ON WAY; BON VOYAGE GIVEN BY YOURIN

BY DR. A. E. ZUCKER

(Union Medical College, Peking Dr. Zucker has been spending the summer investigating conditions in Siberia for The China Press.)

Chita, July 1.—Mr. Crane and party left today on their journey to Prague via Soviet Russia. It is expected that in two weeks they will be in Central Europe.

The party consists of Mr. Crane and his son John Crane, Mr. Palmer, Mr. Crane's secretary, Mr. Brodie and Mr. Dottie of the American Consulate in Harbin who will act as interpreter. Mr. Crane has his own car with Chinese servants. An official from the Foreign Office of the Far Eastern Republic will accompany the party to Moscow.

When Mr. Crane first arrived in Chita last Sunday the request of Mr. Yourin, the Foreign Minister of the Far Eastern Republic, to allow Mr. Crane to pass through Russia had been denied by Mr. Tchicher'n, because it was thought in Moscow that Mr. Crane was a United States official and because of the American attitude toward Soviet Russia the permission was not given.

In consequence of this Mr. Crane returned expecting to go to Europe via America passing through Harbin, Vladivostok, and Japan. But when Mr. Yourin renewed his request urging that Mr. Crane was going as a private citizen who had always been a friend of the Russian people and Russian art, the permission was given. Mr. Crane was reached at Olovyana, a station halfway between Chita and Manchuria, and he returned to Chita yesterday. It is believed here that Mr Crane's journey will demonstrate that the Trans-Siberian is in good working order and that it will be one step that will lead to the opening of the road for the public of all nationalities.

YOURIN DINES CRANE

Mr. Yourin gave a dinner this noon in the Ministry of Foreign Affairs in honor of Mr. Crane and also of Dr. Abbott and Colonel Davis of the Tokio Embassy who have been here since April conducting an investigation for the Washington government. Other guests at the dinner were the President, Mr. Krasnoshchocko, the Minister of Transportation Mr. Shatoff, the Minister of Public Health, Mr. Petroff, the Vice Minister of the Government, Mr Matveeff, General Blucher, Commander of the People's Army of the Far Eastern Republic, Mr. H K. Norton of the Japan Advertiser, and Mr. A. E. Zucker special correspondent of THE CHINA PRESS. Mr. Yourin in drinking the health of the guests of honor wished them pleasant journeys and also expressed the hope that there be a long and firm friendship between the American and the Far Eastern Republics.

Of the considerable number of Americans who have been in Chita recently and who have been meeting each evening in the City Park very few will be left after today. Mr. Junius Wood, Far Eastern Correspondent of the Chicago Daily News, is also leaving for Yokohama today after a stay of three weeks in the Far Eastern Republic during which time with the aid of his Russian secretary he has been making a study of the local situation.

The stories of uprisings against the government of the Far Eastern Republic which are frequently found in Chinese papers which we receive here can be branded as absolutely untrue. Perfect peace prevails everywhere except in territory under control of the Japanese. The Americans who have been here for months state that they feel absolutely safe in the streets of Chita at any time of the day or night. Perfect order is maintained by an almost invisible police. The government is steadily going forward with various kinds of constructive work.

Georgacopoulos Sent To Mental Ward For Sanity Examination

Greek Held In Connection With Wife's Death Put Under Observation

Theodore Georgacopoulos, the Greek who is being held by the police in connection with the death of his wife, has been sent to the mental ward for observation.

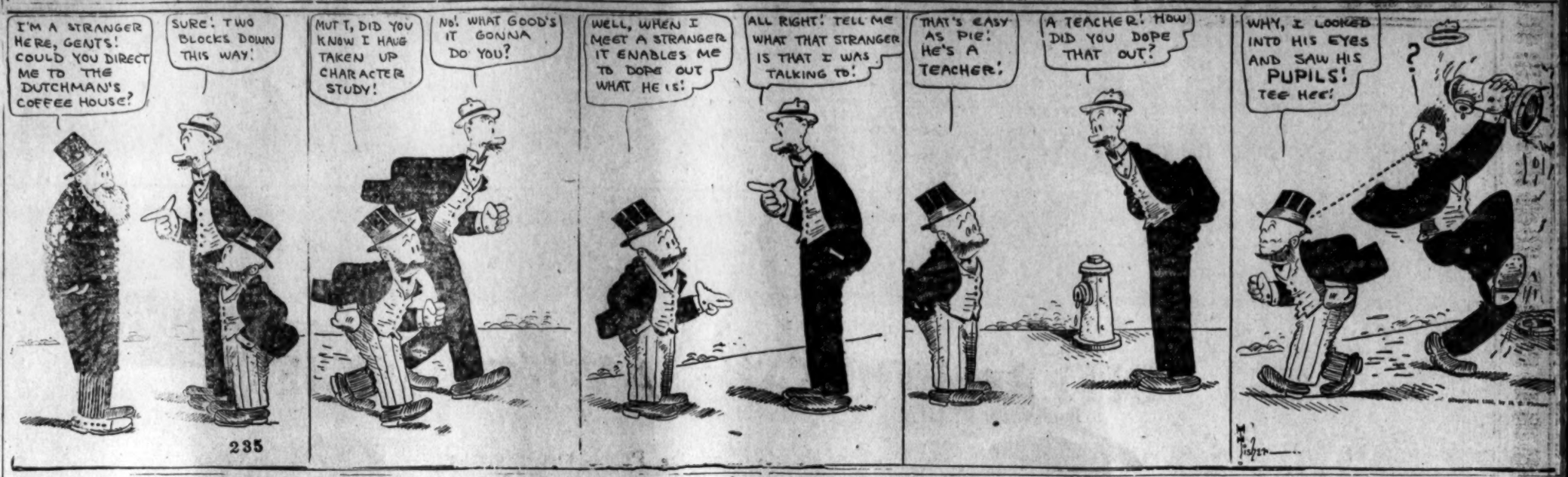
Mrs. Georgacopoulos, as previously reported, was found lying in a marsh off the road to Woosung last Tuesday and her husband was arrested as he was leaving the river bank by a Chinese boat. He was brought into the Mixed Court and remanded in custody pending the conclusion of the inquest and an analysis of the woman's stomach.

GOES TO DAIREN

(Reuter's Pacific Service)

Tokio, July 16.—Mr. Hayakawa Senkichiro, President of the South Manchuria Railway, leaves for Dairen this morning.

MUTT & JEFF — Jeff Deserves All That Mutt's Gonna Hand Him — By Bud Fisher


I'M A STRANGER HERE, GENTS! COULD YOU DIRECT ME TO THE DUTCHMAN'S COFFEE HOUSE?
SURE! TWO BLOCKS DOWN THIS WAY!
235
MUTT, DID YOU KNOW I HAVE TAKEN UP CHARACTER STUDY!
NO! WHAT GOOD'S IT GONNA DO YOU?
WELL, WHEN I MEET A STRANGER IT ENABLES ME TO DOPE OUT WHAT HE IS!
ALL RIGHT! TELL ME WHAT THAT STRANGER IS THAT I WAS TALKING TO!
THAT'S EASY AS PIE! HE'S A TEACHER!
A TEACHER! HOW DID YOU DOPE THAT OUT?
WHY, I LOOKED INTO HIS EYES AND SAW HIS PUPILS! TEE HEE!
?

-:- News Brevities -:-

A small fire broke out at about 9 o'clock last night in the Central Garage, Hongkong Road, but was extinguished by the employes before the fire brigade arrived.

* * *

Shareholders of the Senawang Rubber Estates Co., Ltd., will hold their annual general meeting tomorrow afternoon at 4 o'clock.

* * *

The annual meeting of the Shanghai Dock and Engineering Co., Ltd., will take place on Tuesday at 5 o'clock.

* * *

The Pengkalan Durian Rubber Estate, Ltd., will hold an extraordinary general meeting a week from Monday at 4:15 o'clock.

* * *

Mr. Hu Wei-teh, Chinese Minister to Washington, has again tendered his resignation.

* * *

The campaign being conducted by the Vocational Educational Association will close on Wednesday. The goal is $50.000. Returns up to Thursday night amounted to $25,698.

* * *

Election of officers of the Ningpo Association will begin today and end on a week from tomorrow.

* * *

The staff of the Shanghai-Nanking and Shanghai-Hangchow-Ningpo Railways will hold a banquet in honor of Mr. C. P. Yin the managing-director, on Wednesday night at the Great Eastern Hotel.

* * *

A lecture on the evils of gambling was given last night at the Y.M.C.A. by Mr. Chen Chi-wu professor in Chinese of the Ling Nan Middle School.

* * *

Among the passengers who left Shanghai for Chinwangtao on the steamer Kaiping yesterday were Miss Stewardson, Dr. and Mrs. Isenman, Mrs. Moutrie, Miss Bate, Mr. A. E. Sleap, Mrs and the Misses Armistead and Mr. S. A. Sleap.

* * *

Messrs. C. A. Roberts, E. S. Wilkinson and H. H. Williams arrived from Hankow by the Kutwo yesterday

* * *

Mr. and Mrs. E. G. Lowder and Messrs. A. D. Silas and H. A. Wilbur left yesterday for Tungchow on the Luenyi.

* * *

By the Tungchow, Mr. and Mrs. P. H. Nye, Mr. A. J. Welch, Mr. J. C. Hutchison, and Mr. G. W. Van Tubergan left yesterday for Weihaiwei.

* * *

Mrs. A. W. McPhail and Mrs. J. T. Ford and their children were among those who left for Weihaiwei by the Kingsing yesterday.

* * *

A number of shopkeepers on Fukien and Shantung Roads met yesterday to protest against the proposed increase of rent by their landlord, Tang Tung-hing. They will ask the Street Unions in these streets to take up the matter with the landlord.

* * *

The express train for Nanking yesterday was delayed for one hour on account of engine trouble.

* * *

The Chinese Post Office announces that the air mail service between Peking and Tsinanfu will be resumed tomorrow. It has been suspended for a week.

* * *

The National Organisations Union yesterday addressed a message to all the newspapers, alleging that Chu Chi-chien, personal representative of President Hsu Shih-chang, has obtained a secret loan from France for 300,000,000 francs and is now going to Japan to open direct negotiations with the Tokio Government over the Shantung question.

* * *

A charge of reckless driving and of injuring a pedestrian on Honan Road was laid against a Chinese chauffeur in the Mixed Court yesterday. The case was remanded for one week and the chauffeur was released on $200 bail.

* * *

The case in which a Chinese is charged with the murder of a Sikh trooper and the attempted murder of a Chinese police watchman at the New World, and in which eight other men are charged with rioting will come up for hearing tomorrow at the Mixed Court.

* * *

The proprietor of an opium den at 146 Kweichow Road was fined $30 in the Mixed Court yesterday and eight customers seized in the raid paid fines of $3 each.

Band Concert Tomorrow

The following program will weather permitting, be given by the band in the Public Garden today, beginning at 5:30 p.m.:

1 March—The Lion Heart ..... Hansen
2. Overture—Giavanno d'Arco ..... Verdi
3. Waltz—Hawaiian Moonlight ..... Klickmann
4. Selection—Bric-A-Brac ..... Monckton
5. (a) One Step—Sand Dunes ..... Gay
-(b) Fox Trot—Amorita ..... Lamechnik
6. Selection—The Odore and Co. ..... Kern

A. de Kryger,
Assistant Conductor.

TAKES THIRTY ORPHANS

(Reuter's Pacific Service)

Peking, July 16.—Mrs. Kurizuka, representing the Japanese Eastern Women's Association, has arranged to take and rear thirty orphans from the famine area.

1,000's OF CATTLE DIE

(Reuter's Pacific Service)

Manila, July 16.—The worst epidemic of rinderpest in the history of these islands has broken out in the island of Masbate. Acting Governor-General Yeater has ordered 200 Constabulary to enforce the quarantine regulations. Thousands of cattle have died in a week.

GLOVER'S DOG REMEDIES

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We work on the theory that every customer who leaves this store satisfied sends one or more others here to take advantage of the unsurpassed variety and quality presented by our display of choice table delicacies.

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And please bear in mind that we stand always ready to exchange or refund your money for anything you may wish to return if it does not quite satisfy you.

Insure your health and money by trading with us.

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100 SZECHUEN ROAD
PHONE C. 581

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A Victrola for the lonely woman —at home

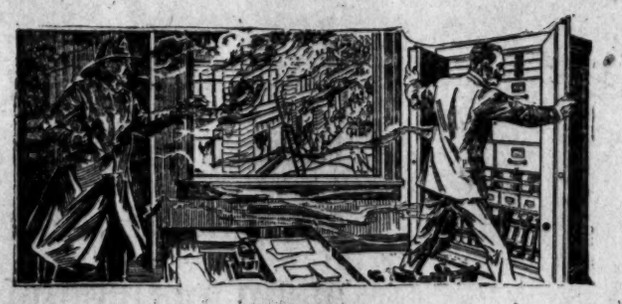
There is little change in the monotony of household cares. A Victrola and Victor Records will make a world of difference. Music soothing and restful will banish worry in no time. Let your wife or mother learn just how pleasant it can be when she listens betweenwhiles to the music she loves most. You will enjoy it too—and so will the children.

$25.00 WILL INSTAL ONE IN YOUR HOME

S. Moutrie & Co., Ltd.

VICTOR DISTRIBUTORS

THE SAFE-CABINET



Safeguard your records from destruction by fire

BUSINESS records are the lifeblood of any enterprise. They must be safeguarded at any cost.

THE SAFE-CABINET is built to protect records. It is a safe and a filing cabinet combined. In it you keep all business records, in easily available files, so that they are constantly at your instant command, and they are protected against danger at all times.

Laboratory tests, confirmed by many actual fire tests, have proved the ability of THE SAFE-CABINET to withstand destructive blazes, with the structural strength to stand heavy pressures under collapsed buildings. Yet THE SAFE-CABINET is comparatively light in weight. It is equipped with all modern, improved filing devices. It bears the class "A" and "B" label of the Underwriters' Laboratories.

There is a SAFE-CABINET built to suit your requirements, equipped with every kind of filing device required.

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GENERAL AGENTS FOR CHINA

The Safe-Cabinet *"THE WORLD'S SAFEST SAFE"*

INTERNATIONAL SAVINGS SOCIETY

We beg to inform our bondholders and the Public that beginning with the monthly drawing of August 1921, the Society will adopt the PROGRESSIVE REIMBURSEMENT SYSTEM and that in future in every drawing, apart from the total redemption of one bond for every 2000 bonds issued, there will also be ONE CUMULATIVE PROGRESSIVE REIMBURSEMENT EQUAL IN VALUE TO $0.50 for EVERY BOND ISSUED.

The conditions of Art. II of our regulations remain the same.

The calculations for this system of reimbursements have been submitted to the Head of the Actuary Department of the Ministry of Labour in Paris and have been recognized as sound and mathematically correct.

EXAMPLE

If in the next drawing 20,000 Bonds will participate, the calculation of redemption will be as follows:

BONDS 20,000. Premiums collected for the Month		$240,000
Amount to be reimbursed 25% of above	viz	$ 60,000
1 Cumulative Progressive reimbursement		$ 10,000
10 reimbursements at $2000		$ 20,000
10 „ 300		$ 3,000
10 „ 200		$ 2,000
10 „ 100		$ 1,000
2000 „ 12		$ 24,000
2041 reimbursements		$ 60,000

The Cumulative Progressive Reimbursement increases as the number of bonds augments; for instance, if there would be

22,000 bonds issued, this reimbursement would be - - - -	$11,000
22,500 „ „ - - - -	$11,250

etc., etc., etc.

By Order of the Board of Directors

J. Beudin and M. Speelman

General Managers.

Approved:

Seth, Mancell and McLure, *Auditors*

A. Du Pac de Marsoulies, *Legal Adviser*

SHENSI NOW SPLIT BETWEEN THE NEW AND OLD TUCHUNS

Gen. Chen's Whereabouts Are Causing Concern to New Governor

(Reuter's Pacific Service)

Peking, July 14.—The position in Shensi is said today to be that General Yen Hsiang-wen is in complete control of the capital and Eastern Shensi, while General Chen Shu-fan's troops are in the west, where trouble may occur before the fate of these troops is decided.

General Feng Yu-hsiang's troops are stationed in the vicinity of Sianfu, but General Yen Hsiang-wen's own forces, the 39th Brigade, are still at Tungkuan.

No one on the side of the Government knows exactly where General Chen Shu-fan has gone. Government agents are now endeavoring to locate him. His Chief of Staff, General Chu Shou-ti, remained at Sianfu when General Chen left there and is now negotiating with General Yen regarding the incorporation of General Chen's men in the forces of the new Tuchun.

The Government has received no reports concerning these negotiations but the Chinese Press says that General Chu proposes that three divisions should be taken over, whereas Tuchun Yen is willing to select men from the three divisions and form one new division only. General Yen intends to disband the remainder.

General Feng Yu-hsiang reports officially that all is quiet in Shensi for the moment.

It is reported that General Yen Hsiang-wen has recommended the appointment of General Feng Yu-hsiang as Military Commissioner in Southern Shensi, and of General Wu Hs'ng-tien in North Shensi.

General Yen also suggests that the Order of Wenhu, Second-Class, be given to Mr. Liu Chen-hua, Civil Governor of Shensi as reward for recent services.

RAISING A QUERY 'WHY DIDN'T THEY SLAP HER WRIST?'

A few months ago a young wife living near Wusih received an offer to come to Shanghai and go to work in a shop. Her husband was out of employment, the family was in straits and she eagerly accepted.

After the girl had been in Shanghai a few days she found herself sold into a brothel. The affair was negotiated through the usual middleman but the prime mover in the transaction, according to police investigation, was a woman who had been a brothel keeper in the Settlement for many years and who had lost her license at the Municipal drawing held last April. The young wife, according to her story, was told that if she attempted to escape she would be murdered. Finally however, she induced a man to write to her father, who came to Shanghai and reported the matter to the authorities.

The case came up before Assessor Ferrajolo and Magistrate Tsang at the Mixed Court yesterday, when the story was told and the bill of sale—the girl was sold for $180—and other evidence was produced.

The ex-brothel keeper was convicted of the double charge of conducting a brothel without a license and of trafficking in women—and was fined $30.

Drought Causes France Concern Despite Harvests

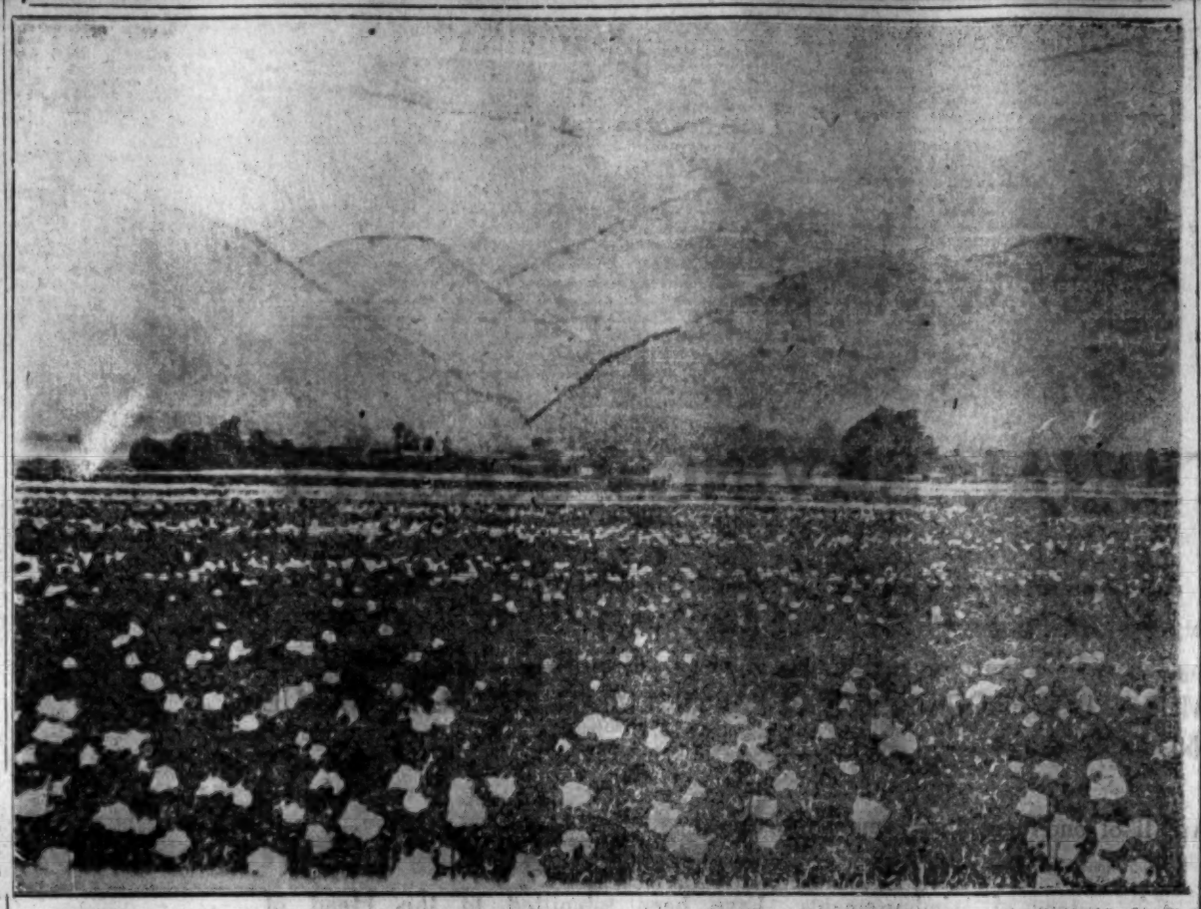
(Reuter's Service)

Paris, July 14.—The persistent drought is causing some concern, but the harvest is bountiful in most places and the vineyards are in fine condition. Business is slack but improving gradually. The financial situation is semi-officially stated to be perfectly sound.

Covers 850 Miles In Record Flight

Manila, July 4 (by mail).—Captain Ira C. Eaker, of the Army Air Service, made a record flight around Luzon Island recently. He covered a distance of 850 miles and was in the air 7 hours and 15 minutes without making a landing. The plane was one which had been rebuilt for cross-country flying, and was engined with a 40 h.p. 12-cylinder Liberty motor.

Fields Of Far Western China White With Poppy



Typical poppy field in the plain of Lake Erhai, by Talifu, Yunnan. Old and young work dur g the sap harvest of April. Th mountains rise to the snow at 14,000 feet, making a striking background for a scene of exceptional beauty.

By Bruce Hopper

Edicts come, and edicts go, but opium sticketh in the craw of China forever.

The stranger, primed with missionary tale, expects to find China a vast field of yellow corn, and the entire population resigned to such stimulants as inhabit the tea cup, and the opiates which make the Dunhill pipe the solace of man.

The delusion is catastrophic to the nerves. Yunnan and Szechuen present one of the most beautiful sights under heaven in their white expanse of poppy blossoms. And he learns that the Standard Oil company sells thousands of dollars of kerosene monthly to the Customs for the purpose of burning captured opium.

The knock-out comes in Shanghai, where the traffic is mentioned in awed whispers, where high and low of the city pool their energies in a great opium combine, and one half the population is mobilised to prevent the other half from getting away with the most tremendous profits ever rewarding the successful in an illicit trade.

TELL IT NOT

Verily, the palm of man doth ever itch. Interesting insinuations are made by those who know, but when a stranger rushes in where the old resident treads with caution, if at all, he is met with the warning that he better not tell it in Gath, much less publish it in the streets of Askelon.

The shifting latitude and longitude of the unchartered opium sea fascinates many a Sherlock Holmes, who only lacks courage and a Dr. Watson to make his findings operative for good.

The realisation that the uncongenial habit of telling the truth prevents a man from getting on in the world may deter some of the knowing ones. A real statistician of the opium traffic is as rare as a man who can explain Einstein. The ethereal conceptions of relativity seem almost tangible somethings when compared with the ways that are dark of opium intrigue.

The all engrossing business getting opium to the smoker in defiance of the law has attracted men of criminal sublety since the first edict of Yung Cheng, 1729. The International Opium Association managed to put through the famous 1906 prohibition, which called for entire cessation of the traffic within ten years.

The time has passed, and although the League of Nations is procrastinating, and the Chinese government investigating, the military leaders are speculating, the poppy blooms and is milked of its sap, and the opium addict smokes his life away as he did before 1906.

FORCED TO PLANT

Chinese farmers of the West China, when questioned by visitors, declare they are forced to plant the poppy at the point of the bayonet. When the fields are in bloom the same military officers collect a fine at so much per mow. The season of scarifying the buds sees the military agents in the fields a third time, to exact a portion of the opium harvest.

But what of that, the military chief must have soldiers, and he must have money to pay them, the indelicacy of torturing peasants might be pardoned when one considers that it is only a military expediency.

With the prohibition of silver export it is more convenient for Chinese to settle in Burma to grow the poppy than to buy the product direct from the Katchyn tribe. Nevertheless, the market of the lower Yangtsze makes the long haul across Yunnan profitable, even if a high price is paid to the wild tribes.

A local proverb in western Yunnan has it that eleven people in every ten in China smoke opium. The crowded dens along the caravan routes in Szechuen seem to bear out the proportion. It is customary for most chair bearers to stop several times during the course of the morning for a ten minute smoke. Every convenience is provided to satisfy their appetites.

The missionaries of Talifu find that the call for medical treatment of opium cases is almost double that of the years previous to 1906. The mafoos, the rivermen, the coolies in the carrying trade, are entirely ignorant of the prohibitory laws, save in the localities near Chungking where the customs officials attempt to keep opium from coming down the river.

Old and young work in the fields in April when the sap is collected. Two vertical incisions are made with a sharp knife, enough to scarify, but not penetrate. The sap exudes during the night, and is scaped off with bamboo sticks in the morning, boiled until the surplus moisture is evaporated, and then marketed.

CARRIED IN COFFINS

The opium comes out of these two provinces in coffins, bamboo carrying poles, and other weird secretive places, including the private suit cases of the foreigners. Every cook and coolie seems to gather "face" if he can make his master carry opium for him.

The Lolos, secure in their remote mountains, have the laugh on the crafty military commanders, for they make their Chinese slaves grow and scarify the poppy, and then trade the opium for rifles.

The Lolo is too much of a savage gentleman to sell the drug. He wants firearms to kill Chinese soldiers and pillage the peaceful valleys. Through the medium of opium he is now better armed than the battalions of Szechuen, and the merry circle continues to resemble the dog biting a tail, which happens to be his own.

TALES OF SHANGHAI

Shanghai's chapter of the opium fraternity can tell tales which would excite the inextinguishable laughter of the gods. Some of the men who go down to sea in ships are not so poor as they were a few years ago. Rumor has it that certain opium princes control 900 coolie retainers on the wharves, and exact $13 a pound for opium enroute from the ships to distributing centers in the city. The transfer is done at night, and motor cars give the business an air of prosperity.

The local Anti-Opium Association finds it difficult to put the probing finger on the dealers, because of the ingenious system of espionage employed in the world of undertow.

Revelations in the Mixed Court show that a pipeful of bliss may be had for five coppers, if one is content with the boiled dross of previous smokings. A similar fortune can buy a hypodermic "shot in the arm" at many exchange shops. And a dollar passed over the counter with a small box will bring the purchaser enough morphine powder to make him delirious for several days.

TO PAY INFORMANTS

Time was when the dealers stamped their names and addresses on the tinfoil cubes of opium, but since the clean-up by the French Consul last January such advertising has ceased. The dens hold forth in a smoky splendor suggesting the atmosphere of a highbinder melodrama and man continues to be vile.

But the Anti-Opium Association is active, and now proposes a scheme of counter-espionage by offering informants a share of the fines inflicted. A more effective campaign is to be opened against the importation of morphine, heroin, cocaine and the pills containing these ingredients. Importation of strychnine, supposed to be used to kill fur bearing animals has attained such colossal proportions that steps are proposed for its further restriction.

And thus the opium traffic is more flourishing than persistent green bay tree. The old resident looks pained when approached on the subject, and says: "O Tempora, O cholera morbus, there's malainy here, but let us talk about epitaphs and worms!"

Firecracker Salute Taken As Attack On The Arsenal

There was considerable hysteria in various official circles yesterday afternoon when reports began wildly circulating to the effect that a fleet lying off in the Whangpoo was shelling the Kiangnan Arsenal with machine guns.

The office of the Commissioner of Foreign Affairs, local police headquarters and other centers of pandemonium were the receiving ends of numerous frantic telephone calls and assistant commissioners, detectives and unofficial investigators went helter-skelter. Arsenal-ward by motor car, carriage and rickshaw.

The story simmered down to this. Mr. John Marshall of the Kiangnan Dock and Engineering Works was leaving yesterday for Canada by the Empress of Japan and his confreres at the dock were giving him a send off in orthodox China style, with crackers and bombs as the outstanding feature.

The bombardment started when the big launch Kiangnan No. 1 left the dockyard and so lavish was the expenditure of gunpowder that folks ashore got nervous and turned in the alarm.

O.V.B.

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100,000 DOLLARS URGENTLY NEEDED FOR the "ARETHUSA" Training Ship

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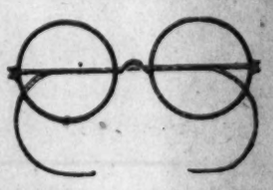

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against sun glare by
Scientific Tinted Glasses.
We have the best sun glasses in various shades
Crookes Lenses, Invisible Bifocals, ground to any Doctor's prescription. Special Rate to Missionaries
The Shanghai Optical Co.
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FREE FROM ALCOHOL AND ALL HARMFUL INGREDIENTS
DELICIOUS AND REFRESHING
New to the Orient
DISTRIBUTORS REIDS LIMITED INCORPORATED

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Classy Summer Footwear
The New
Walk-Over Models
are strictly Custom-Made shoes, built from the finest of leathers on the season's newest styles.

A Dainty Model offered in the finest Black and Sepia Kid and White Buckskin.

Here's the classiest summer shoe for men you ever saw, *Geniune White Buckskin*, also offered in a rich shade of Tan and Black Calf.

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Now $4.50

All Tennis Shoes and Keds reduced 20%

Walk-Over Shoe Store
24 Nanking Road

Headquarters for *Phoenix* and *McCallum* Hosiery.

Walk-Over

"CROCKERY AND IRONMONGERY WEEK"

AT WHITEAWAY'S

TWO LIFTS TO THE SECOND FLOOR

OVER £10,000 WORTH OF NEW STOCK HAS BEEN UNPACKED DURING THE LAST MONTH FOR THIS FLOURSHING DEPARTMETN—COME IN AND SEE IT. WE ARE OFFERING SPECIAL VALUES THIS WEEK TO BRING YOU ALONG.

TWO LIFTS TO THE SECOND FLOOR

LOOK AT THESE VALUES—THEN COME ALONG TOMORROW AND BUY

The "Germa" Design

Strong British-Made Earthenware Suitable for house-boats, bachelors messes and ordinary home use. White glazed. Decorated with grape foliage in Green.

Set for 6 persons, 30 pieces
Usually $29.50 set
Crockery Week **$24.50** set

Set for 12 pns., 54 pieces
Usually $58.50 set
Crockery Week **$49.50** set

"The Royal Rose" Tea and Breakfast Set

	Usually	
Tea Cups and Saucers	$18.5	$16.50 doz
Tea Plates	13.50	11.75 ,,
Cream Jug	2.50	1.95 each
Slop Bowl	2.50	1.95 ,,
Sugar Bowl	2.25	1.75 ,,
Butter Dish	5.50	4.50 ,,
Breakfast Cups & Saucers	27.50	23.00 doz.
Breakfast Plates	17.50	15.50 ,,

The "Bungelow" Dinner Set

Plain White Set of British Manufacture, semi-porcelain, similar to sketch, with round Vegetable Dishes 6 people, 30 pieces.
Usually $22.50 **Crockery Week $17.50**

12 people, 58 pieces.
Usually $46.50 **Crockery Week $35.00**

The "New Novel" Tea Set

	Usually	SALE
Tea Cups & Saucers	$16.50	$14.50 doz.
Tea Plates	12.50	10.75 ,,
Breakfast Cups and Saucers	25.00	21.00 ,,
Breakfast Plates	16.50	14.50 ,,
Cream Jug	2.25	1.75 each
Slop Bowl	2.25	1.75 ,,
Sugar Bowl	2.25	1.75 ,,
Tea Pot	6.00	4.75 ,,
Coffee Pot	7.50	6.95 ,,

The "Blue Band" Set

A most popular design set, one great advantage breakages from this set can always be replaced.

Set for 6 persons
Usually $41.50
Crockery Week $35.00

Set for 6 persons
Usually $83.50
Crockery Week $72.00

BUTTER JARS

English earthen wear glazed inside, Brown outside.

Size	3 pints
Height	7 inches
Usually	$1.25

Crockery Week $1.00

Green Fireproof Stew Jars

Sizes 1 Usually $1.00 pints
Crockery Week **$0.85**

Sizes 2 Usually $1.75 pints
Crockery Week **$1.50**

Toilette Services

English-made Toilet Sets

Small allover pattern with narrow floral border. 5 piece set. Usually $29.50

Crockery Week **$26.50**

Dessert Sets in a Number of Designs

For 12 people set.

Usually $23.50
Crockery Week **$18.50**
15 pieces

Usually $32.50
Crockery Week **$25.00**
18 pieces

Usually $45.00
Crockery Week **$35.00** 18 pieces

Tea "Ware 6397" Novel

Green Roses and ribbon design. Set for 12 persons, 40 pcs. Usually $30.50 Crockery Week **$24.50** For 6 persons, 21 pieces. Usually $17.25 Crockery Week **$13.75**

Plain White Tea and Saucers

Usually $6.50 dozen
Crockery Week **$4.75** doz.

Breakfast Cups and Saucers

Usually $7.50 dozen
Crockery Week **$5.75** doz.

BUTTER JARS

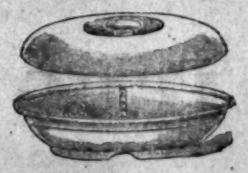
English best stoneware suitable for Ice chest.

Size	5	7
Usually	$0.95	1.50

Crockery Week $0.80 1.30

Pyrex Round Dishes

With handles. Size 7 inches
Usually $1.75 **Crockery Week $1.50** each



VEGETABLE DISHES.

Sppefior quality. White semi-procelain with division in centre
Size 9 inches.
Usually $2.75
Crockery Week $2.25

"ADAM" JUGS.

A superior quality earthenware Jug. White ground with dark Green Floral design.
Sizes 1, ½ and 13 pint
Usually $2.50
Crockery Week $2.15 set.

Flower Pots

English porcelain, White ground with raised Pink or Green medallions.

Sizes		Crockery Usually	Week
7	ins.	$1.35	$1.15
8	,,	2.25	1.85
9	,,	3.00	2.50

Cream Fluted Jugs

The best value
Usually $1.50 set of three
Crockery Week
$1.25 set of three

Cosseroles Round
with cover extra deep.

Sizes	5½	7	8½ ins.
Usually	$2.50	3.25	5.00

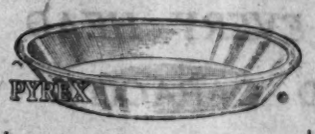
Crockery Week
$1.95 2.60 4.35

Toilet Pails Plain White
Earthenware with basket handle.

Usually	Crockery Week
$7.50	**$6.50**

Jelly Moulds

Made of White English semi-porcelain, moulds, Jellies, etc., in shape of Rabbit.
Usually $1.75, 2.00 Crockery Week **$1.50, 1.75**



SHALLOW BAKING DISH

Size 8½ inches
Usually $1.95
Crockery Week **$1.60**

Green Fireproof Covered Dishes

Sizes	3	3	4	pints
Usually	$2.50	3.75	5.50	
Crockery Week	$2.25	3.40	5.10	

Casseroles Oval Shallow

No. 183 1Qt. size. $3.50
Crockery Week **$2.95**
No. 184 1½Qt. size. $4.75
Crockery Week **$4.15**

Brown Fireproof Shallow Stewpans

Sizes	Usually	Crockery Week	pints
1	$1.50	$1.15	
3	1.25	1.00	

A Few only. Plain White Vegetable Dishes

Division inside. Usually $2.75
Crockery Week **$2.25 each**

Plain White Cheese Dish With Gold Band

Size	Usually	Crockery Week
5½ inch.	$2.25	**$1.85**
Size	Usually	Crockery Week
6 inches	$2.75	**$2.50**

New Design Tea Set

With Blue and Gold Border, shape as sketch. Set for 12 People.
Usually $75.00 **Crockery Week $59.00**
Coffee Cups to match.
Usually $25.00 **Crockery Week $21.50 dozen**

COFFEE JUGS.

Made of White English semi-porcelain with lid.
Sizes 1, 2 quarts
Usually $1.85, 2.00
Crockery Week $1.50, 1.70

Coffee Pots

Made of Green glazed Fireproof China.
Size ¾ 1 pint
Usually $2.75 and 3.25
Crockery Week $2.50 & $2.95

Green Fireproof Tea Pots

Sizes	Usually	Crockery Week
½	$1.75	$1.50
1	2.00	1.75
1½	2.75	2.40

Toby Ware

Brown Stoneware, Jelly Moulds.

Size	¾	1	1½ pints
Usually	75 cts.	90 cts.	$1.00
Crockery Week	60 cts.	70 cts.	85 cts.

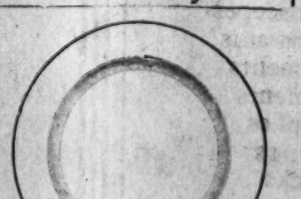
Brown Fireproof Deep Stewpots

Sizes 1, 3 pints
Usually $0.90 and 1.75
Crockery Week **$0.80, 1.50**

PUDDING BOWLS.

Made of White English semi-procelain.

Sizes	4	5	6
Usually	40 cts.	45 cts.	55 cts.
Crockery Week	30 cts.	35 cts.	45 cts.



Plain White Plates

Fine glazed surface sizes soup-meat, pudding and Cheese.

Usually	Crockery Week	
$6.75	$5.50	dozen
6.50	5.25	,,
5.50	4.75	,,
3.50	2.75	,,

Deep Milk Bowl

White English semi-porcelain.

Sizes	Usually	Crockery Week	ins.
7	$0.65	$0.50	
8	1.00	0.85	
9	1.50	1.20	

Biscuit Coloured Dog Trough

Sizes 4, 5 inches
Usually Prices $0.95 and 1.35
Crockery Week **$0.80 1.00**

Kitchen Coolers

For keeping Eggs, Milk, Butter, etc. during Hot weather.

Sizes		Crockery Usually	Week
1½	pints	$2.75	$2.50
2	,,	3.25	2.85
3	,,	3.75	3.30

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第三種郵便物認可

NEPOTISM FOUND RAMPANT; FORBES SCORES FILIPINOS

Infant Mortality Terrible In Southern Luzon Is His Report

(Reuter's Pacific Service)

Manila, July 4 (by mail).—The Wood-Forbes trip of inspection through southern Luzo showed that infant mortality in the province visited was very high, and that prompt measures were needed to establish hospitals and dispensaries.

Another situation which was censured by the commissioners was the nepotism which exists in many government departments. A large number of purely ornamental positions have been discovered in some of the government bureaus, it was stated, and the results have been serious, both to the efficiency and the economy of the government.

"The way to have enough money for health and other purposes," said Mr. Forbes in a recent interview, "is to dismiss from government service all relatives of bureau chiefs, and all their family friends who are in the government pay, but have not passed civil service examinations."

Delay in the administration of justice was also found in some provinces by the mission. In one case a man who had been arrested in 1919 was found in prison by the investigators. He had been awaiting a preliminary hearing for two years.

The strenuous program followed by the mission since its arrival in the Philippines has affected the health of several of the members, including Mr. Forbes, who spent the first days of July on a brief vacation in Mindoro. He is due to return to Manila tomorrow (July 5), however, to rejoin the party in its inspection of the Visayan group.

Bank To Promote Tobacco And Wine

(Reuter's Pacific Service)

Peking, July 15.—Mr. Chang Shao-ling, Director of the Wine and Tobacco Bureau, has submitted to the Governm nt an application from a group of merchants who desire to establish a Wine and Tobacco bank on the plea that the bank will assist trade in those luxuries.

The Government gave Mr. Chang permission to support the bank if the necessary regulations were complied with.

Name Pan Chief Of Aviation Dept.

(Reuter's Pacific Service)

Peking, July 15.—The official gazette contains the appointment of Mr. Pan Chu-ying as Chief of the Aviation Bureau. General Ting Ching nominally remains as Director-General, but it is again asserted that he will shortly leave China to study aviation in Europe and that Premier Chin will probably act as Director-General.

Altar Is Used To Store Up Munitions

(Rosta News Agency)

Moscow (via Manchuli), July 9.—In the church of Barbara at Stavropol, in the Don region, among the icons and in the altar were discovered stores of firearms and medical supplies valued at millions of rubles.

APPOINTS MOROCCANS

(Reuter's Service)

Paris, July 13.—President Millerand today received a number of Mohammedan cadets, belonging to the noblest families of Morocco, who have been granted commissions in the French Colonial Army.

QUEZON IN CANTON

(Reuter's Pacific Service)

Hongkong, July 16.—Senor Manuel Quezon, the President of the Philippines Senate, and party, visited Canton yesterday. They were entertained at luncheon by Dr. Sun Yat-sen, and called on Dr. Wu Ting-fang. They left for Shanghai by the Shinyo Maru today.

Miss Mashir Stars In Russian Opera

Dramatic Soprano Who is Delighting Shanghai Audiences Sang Her Way Across Siberia; Her Dream Is To Appear In New York

MISS MASHIR

FEW of the audience who heard Miss Mashir as "Mimi" in "La Boheme" know that the dramatic soprano of the Russian Opera Company now playing here literally sang her way across Siberia, living in a box car, sleeping on the hard floor, buying food with the receipts of the concerts at which she appeared each time her side-door Pullman anchored on a side track.

The attractive and talented leading artist of the Company here travelled as a refugee in the cars which constituted the mode of travel for peasants and soldiers when Russia knew beter days.

Russia's *sobranias* made the difficult trip possible. Each town has its *sobrania* or amusement house, which may be likened to the "Town Hall" in small American towns, where the Town Hall is not only the headquarters of the municipal government but also the auditorium which allows budding amateur talent to become better known. The *sobrania* in Russia is a club, a theater, a restaurant, an opera house—almost a Great World. The local amateurs and the travelling companies play the *sobranias* and the boys and the girls from the gymnasia gather there for a cup of tea and cakes even as the high school youths in America slip around to the corner drug store for an ice cream soda.

The *sobrania* is the gathering place for Russian officers—they who know all the Russian dances so well—but it is also the mecca for the laboring man, the artisan, the merchant for all Russia loves the *sobrania*—its music, opera, amusement.

After the opera, the floor is cleared and it is "on with the dance." The dance program constitutes 25 numbers, all of them difficult—no girl knows them all. Now perhaps it is a little different since the Yankee troops started the back to jazz movement.

OFTEN NEAR DEATH

To the *sobranias* Mashir owes her life. Often the great artist was near death from exposure and lack of food. But the *sobranias* gave her opportunity to sing—and in many towns of Eastern Siberia, a voice such as Mashir's had never been heard.

Driven from Kazan on the Volga to Harbin by the Bolsheviks, the artist who made her premiere before the Tsar of all Russias but five years before, sang in the smallest *sobranias* in the smallest towns on the railway for enough money to secure a meal. Two years she had been the idol of Kazan, yet she was forced to sing light opera in Harbin after the journey of suffering.

Marie Ivanova Karlashova—for after all Mashir is only a stage name—was educated in an exclusive school in Kiev. She gave evidence of musical and dramatic talent early in life and as she neared the completion of her collegiate education, Marie Ivanova sang and played the "leads" in amateur productions. After completing her musical education at the Kiev Conservatoire, she went to Yalta for the Summer. Nicolas II was there. At a concert given by the "Summer people," Marie Ivanova sang and one of the Tsar's court heard her. She was ordered to sing for His Majesty—he would hear her as Antonida in "The Life of the Tsar." She then took the name of Mashir and her Antonida brought her fame. This was in 1913. She sang in Kiev, Moscow, Petrograd and other cities and then went to Kazan.

COMPANY SEPARATED

There her troubles started. The Russian revolution, the Treaty of Brest-Litovsk and Bolshevism followed one another. Her father and brother were killed in Kiev, her sister died.

The advance of the Bolshevists neared Kazan and the opera company left hurriedly, plans having been made for the group to be cared for outside the city for 24 hours until all danger had passed. Mashir never saw Kazan again. Neither did Karlash, Danilov and Radeeff, also members of the Company at the Lyceum, who were with Mashir.

The Kazan Company was separated and Mashir and Karlash started for Ufa. It might be stated here that he who is known as Karlash by the program is really Karlashov and Mashir is Mrs. Karlashov. Together they fought for life through a cruel Siberian Winter, singing at the *sobranias*.

At Harbin there was no demand for opera singers. Karlash taught geography in a high school. Mashir appeared in light opera now and then and sang at a few concerts.

Mashir and Karlash joined the Russian Opera Company upon its arrival in Shanghai from the South and they have become very popular with local music lovers. The vivacious Mashir, without question the dramatic artist of the company has scored heavily in a dozen operas. She, as has nearly all Russian opera singers, a most varied repertoire.

LIKES 'EM ALL

She was asked yesterday which opera she preferred. She thought a moment, named "La Traviata," "La Boheme," several others and when she had listed some 13 or 14 she turned to the reporter with rather perplexed look. "I think I love them all," she said.

But when pinned down to a single choice, Mashir thought that the Antonida of "The Life of the Tsar," the part which she sang before Tsar Nicolas eight years ago, was the one she liked best of all.

Mashir cheerfully admits 30 years of existence in this world, says that Karlash is the best husband in said world and submits that she married him even after seeing the Tsar. "And anyway, the Tsar couldn't sing like Karlashov," she says.

Karlash is as excited as Mashir about the trip to the United States and is more or less familiar with the country. "I taught geography in Harbin when the roubles went out faster than they came in, and I learned that Boston is but five hours from New York," the basso said.

Karlash will be seen shortly in the part he loves best, "Boris Goudenov." It is the only opera being sung here in which he does not appear with Mashir.

"But I will be out in front watching him," Mashir protested, "for I love Boris Goudenov almost as much as I love Karlash."

Polish General Is Now Facing Trial

(Rosta News Agency)

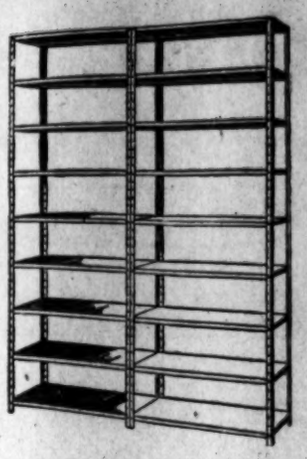
Moscow (via Manchuli), July —The Polish minister of war, in nswer to an interpelation in the eim (parliament) as to what steps he Government is taking to atisfy the just demands of Soviet Government in regards the punishment of General Balahovitch and other counter-revolutionaries working against Soviet Russia, answered that he as minister of war had ordered the Court of Appeals of Eastern provinces to commit Balahovitch and his followers for trial.

Trotsky Criticises Europe's Economics

(Rosta News Agency)

Moscow (via Manchuli), July 9.—In the course of his remarks Mr. Trotsky said that the economic situation of Europe shows that while the population has increased by 30,000,000, grain is being grown less in comparison with pre-war days. The production of coal amounts to 76 percent of that of 1913.

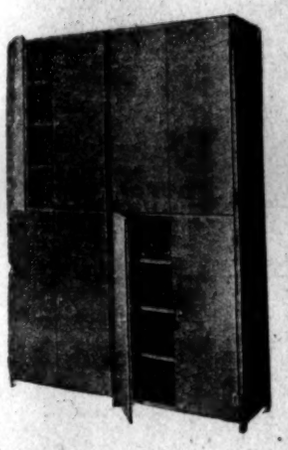
America alone has been able to concentrate one half of the world's gold reserve. The gain in American commerce has been at the expense of the rest of the world.



GF Allsteel Office Furniture

Modern Business demands

STEEL SHELVING



GF ALL-STEEL ECONOMY SHELVING is simple in construction, consisting of standard parts—uprights, shelves, partitions, backs, doors, and bin parts.

All-steel shelving for factory, store, library and office, has every advantage over wood. It is more convenient, more economical, more rigid, saves space, grows with the business—and lasts forever.

Easily put up, taken down, moved, reassembled at will. The parts are interchangeable.

GF All-steel Economy Shelving is rigid, durable, fire-resistive, rat proof, a great space-saver and economical from every standpoint—needs no repairs. Its first cost is last.

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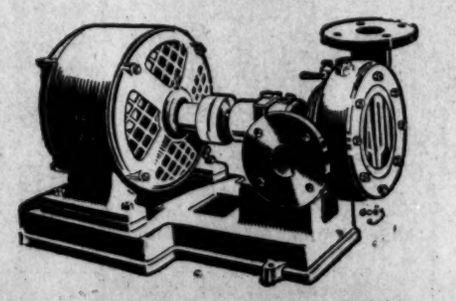

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Vivid Story Of Capture Of Wuchow Is Unfolded In Missionary Chronicle

Document Written From Day To Day While Canton Forces Were Fighting Way Up West River Gives Details Of Struggle

Some months before Dr. Sun Yat-sen went south from Shanghai to Canton to launch the new southern government and to launch with it a renewal of warfare between Peking and Canton a new American Catholic Mission was opened in the city of Wuchow. These missionaries, newcomers from America, then found themselves thrust into the vortex of the whirlpool of strife that developed when Lu Yung-ting's forces began to move toward Canton and met with resistance from the Cantonese troops.

Recent news dispatches brought the report of the capture of Wuchow from the Kwangsi troops who were forced to retire after fighting had been in progress for days in the lower reaches of the West River. Through this period of fighting the priests of the Wuchow Mission kept a chronicle of events from day to day telling in detail of the menace the town was facing. A copy of this unique chronicle has been supplied to The China Press and the story of the memorable siege and capture of Wuchow is told in the following excerpts from the chronicle.

THE CHRONICLE

May 5.—Ascension Day, but no parishioners at Mass except the boys. Dr. Sun Yat Sen today is being inaugurated as the new and, according to his party, only valid President of China. If he shows himself more public-spirited than his predecessors and contemporaries, we will gladly give him our personal recognition, whether he cares for it or not. By the way, one of the most noticeable contrasts between the United States and China is the entire absence here of anything like a civic sense. One does not notice the slightest glimmer of it among the populace.

May 8.—Rumors of war continue, but nothing of actual importance has taken place. The new government at Canton evidently is hard pressed for funds and is resorting to many ingenious devices to get them. Kwangsi is siding with the Pekingese government, not because it loves Peking more but Canton less, and because peace is abnormal and nerve-racking. So far as I have been able to observe war is the only national sport of this country, as baseball is in America.

May 11.—Father Dietz leaves with A-mo. This leaves the Wuchow Mission in the hands of the language professor and one boy, who will have nothing to do but sleep and eat, the Chinese idea of perfect bliss.

May 18.—Father Walsh returns from Loting. War talk continues.

May 20.—The American gunboat, the 'Pampanga' comes into port and one of the crew pays us a welcome visit. Uncle Sam's boys will remain here two or three weeks to see that his citizens at the Baptist and Catholic Missions, and at the Standard Oil are not molested, if the expected war breaks out.

May 24.—Father Walsh invited to attend a celebration of Empire Day at the Asiatic Petroleum Company's compound. Later one of the sailors had dinner at the Mission. They say that fighting has begun down the river. It is reported that Wuchow, at the request of the foreign consuls, has been declared outside the war zone and both parties have agreed not to do any fighting in the city. According to others the many Cantonese in Wuchow have sent to the Kwangtung commanders a petition for protection and received the reply that nothing would be promised and the only assurance of safety would be in flight.

May 29.—Father Dietz returns. The Kwangsi officials are searching all boats entering Wuchow for Cantonese.

May 31.—A very hot and sultry day. Our visitors say Wuchow is more like Jersey than other missions, having so many mosquitoes. The foreigners seem unanimous in the opinion that war is imminent.

SEIGE BEGINS

June 20.—Beginning of the memorable seige of Wuchow. We knew from reports that fighting was going on down the river, but did not expect local action so soon. My but China is fast modernising! Please throw overboard notions of a primitive civilisation. An airplane, the first that has favored Wuchow, flew over this afternoon and dropped a couple of bombs, causing much consternation and a little damage. Most of the shops shut their doors and people ran in all directions. One of the bombs dropped about two blocks from here into a shop which fortuntely was empty at the time. The river a mile below here is said to be mined and machine guns are common on both sides. The world war evidently has taught more lessons than one. The U.S.S. Pampanga came up again today, as we learned from one of the Catholic sailors on board who had supper with us.

June 22.—We can hear the booming of guns down the river this morning. We lunched on board the Pampanga by invitation and did it sailor-fashion. No particular news save a rumor that the Kwangsi forces are getting the worst of it in the battle going on.

June 23.—This morning witnessed a general exodus. The houses and shops are closed and the frightened people are making for the other side of the river and for towns farther up. This afternoon the airplane came again and accentuated the general panic by dropping more bombs. 'Tis a most unwelcome visitor. It also dropped some circulars saying that the people in the city would not be molested and inviting the Kwangsi soldiers to desert with their arms to the Cantonese side, promising an extra month's pay.

"We have many demands made on us to take people in, and we gladly admit into our little compound whomever wants to come. The place is now crowded with men, women, children, chickens, dogs, baggage, boxes and household furniture. Our place is right in the heart of the Chinese city, far from all foreigners, and only a stone's throw from Luk Wing-ting's yamen, which the airplane is trying to hit, and which the Cantonese troops probably will go for first thing. Fathers Walsh and Dietz went to the Customs offices looking for news. The place is a signt as they have given refuge to hundreds of Chinese who are encamped in the basements on the porches, and over the spacious lawns. The foreigners were playing tennis as usual. It is a joke to them—with an American gunboat moored close by and two British gunboats expected shortly, but not for the poor Chinese with their vivid recollections of ruthless murder and rapine. They know their soldiers and have this proverb:

God's steels not used for nails and trifles.

And good men do not shoulder rifles.

PREPARE FOR TROUBLE

At the club we met Lieutenant Marsh of the Pampanga. He says that in case of serious trouble all foreigners should assemble in the Standard Oil Compound. At home we find more neighbors pressing in to know if we will protect them, to which we assent. Their constant question is, 'fear, not fear?' that is, 'Is there reason to fear?' to which we answer, 'Not fear,' though we are not so sure about it. The town is wrapped in deep stillness for once, but around the Mission there is more talking and crying of babies than ever before.

June 24.—The Cantonese are expected at 8 a.m., then at 12, then at 3 p.m. and finally not until tomorrow. The airplane came again, dropping a bomb a few blocks away, wounding two people. One of our parishoners, a foreigner, drops is all excited; tells us not to get excited! He also lends us a big Colt 45 which we are glad to get for we have no gun in this place. The only use it would serve would be to frienghten away any scattering of looting soldiers whom our bare faces and the 'flower flag' at the door might not inspire with sufficient awe. Mr. Van der Werken of the Standard Oil dropped in to see us and invite us to their house in case of trouble. It was a kind offer, but for the people's sake we expect to remain here.

It's an ill wind that blows no good. With son many people so close to a chapel and a priest about, what more natural than to invite them to a talk. So Father Walsh did it, explaining to them the reason why we are here, removing a few false notions and instilling some fundamental religion. It was the first time we were able to get a crowd in Wuchow to listen to us.

We went to the Club for more news, through streets almost deserted. A committee of Chinese business men has gone down the river to ask the Cantonese to take peacable possession of the town since the local military officials apparently have absconded. The Tarantula—a big British gunboat—hove in today, bringing the British Consul from Canton. More people have come to the Mission and the dining room as well as the porches, back yard and attic are turned into dormitories. Dormitories is a rather euphemistic term, for the people sleep on bamboo or straw mats scattered over the floors.

A letter from the British Consul late at night says that after consultation with the Chinese authorities he cannot promise much or guarantee absolute safety. He cannot say when hostilities will cease and invites all foreign ladies to leave for Samchui and Hongkong on the Tarantula early tomorrow.

June 25.—At breakfast Mr. Poole, an English missionary of the Alliance Missions, called and invited us to the Rev. Mr. Jeffray's compound in case of trouble, which he expected shortly, for, he said, the Kwangsi troops were preparing to resist the invaders, and the Cantonese gunboats-nearly a dozen-would probably bombard the town. This sounded more serious, for in that case we could not protect the people whatever. So we sallied forth to the customs for further confirmation of this news. Father Dietz met the Commissioner and at his request accompanied the Consul to the American gunboat whence with Lieutenant Marsh and others they proceeded ashore to protest against an eleventh-hour machine gun emplacement shrewdly erected near the Customs buildings, and on which the Cantonese would not dare to return fire without getting into serious trouble with the foreign gunboats. No one in port seems to have any definite information, not even the Consul.

EXCITEMENT GROWS

Mr. Huguenin was here to dinner and about 3 p.m. his wife came boldly through the town to tell us that the Kwangsi forces had actually left and that the Cantonese gunboats were actually coming up the river to take possession. The whole place breathed a united sigh of relief, for we has the assurance, not entirely reliable, of course, that the Cantonese would take quiet possession and indulge in no looting if not resisted. But the rumor was too good to be true. Father Walsh accompanied our kind messenger back to the Customs where he found the same state of excitement as before and no Cantonese gunboats in sight. He heard many conflicting rumors but returned no wiser than before.

Today's sudden determination of the Kwangsi forces to defend Wuchow, after all the military apparently had scooted, calls for an explanation. It is said that as the chief commander was fleeing up the river he met two Kwangsi gunboats loaded with ammunition coming to the rescue. So he turned about and came back. This displeased everyone in town, for resistance means battle and destruction. We would all prefer the Kwangsi forces to acknowledge their defeat and retire quietly, leaving the city to the Cantonese.

June 26.—About 3 a.m. rifles cracked intermittently in the streets and suddenly the electric lights went off, causing a general hubbub at the Mission while oil lamps were procured. Gradually the disturbance died down and we returned to our slumbers. Mr. De Sousa was our only parishoner at Mass this morning, informing us that he had to climb over the barricade at the 'Little South Gate' to get here. There were six dead soldiers in sight, he said.

The skirmish of the early morning had been due to a mistake of the defenders of the town having mistaken reinforcements for enemies. We learn that a proposal of the British Consul to give the Kwangsi forces 24 hours to retire met with a negative reply from the Cantonese, who said this would allow the Kwangsi troops to mass somewhere for a stiff battle.

The Cantonese land forces are closing in on the town from both sides, and their gunboats are simply waiting to come up. We passed an anxious afternoon, for serious toruble seems imminent. When Father Dietz tried to go to the foreign settlement he found all the gates of the town barred or barricaded, and a guard of soldiers at each. He succeeded in having one of the gates opened and so continued on his mission to reconnoitre. Meanwhile the airplane came over again, dropping three bombs, one of them falling into the garden of the Chinese agent of the Standard Oil, injuring one man, demolishing an ornamental fence and smashing most of the windows. This was only a block from the mission.

The Pampanga with the British Consul and others on board went downstream to parley, and shortly after to the accompaniment of firecrackers and, other signs of joy from the beseiged the whole string of gunboats glided into port. Father Dietz hastened back to the Mission to break the welcome news.

It seems that Mr. E. A. Sly, British Vice Consul, possibly by waving the Big Stick, got the Kwangsi men to agree to leave without firing a shot, the only condition on which the Cantonese promised to take peaceable possession. We can thank him for averting what might have been a serious business.

The Cantonese general, Chen Chuing-ming-(whose life incidentally had been saved about five years ago by the pastor of

(Continued on Page 11)

That Awful Backache Banished as if by Magic

At last a remedy has been discovered that gives almost immediate relief in the painful forms of kidney trouble, and effects a certain cure in practically all cases of rheumatism, gout, sciatica, lumbago, stone, gravel, and even the terrible Bright's Disease. This remedy—De Witt's Kidney and Bladder Pills—dissolving in the stomach forms an antiseptic solution which washes out the kidneys and b'adder, and restores them to their healthy normal activity in passing the impurities from the blood out of the body. These impurities, in the form of uric acid, if allowed to accumulate in the blood, cause rheumatic and dropsical pains, backache, constipation, weakness, and depression—all of which symptoms lead on in time to the more sever and deadly forms of kidney disease.

HERE ARE SOME WARNINGS YOU SHOULD NEVER NEGLECT—

Headaches, bad breath, and nasty taste in the mouth first thing in the morning—tired, nervous weakness and irritability, swollen feet and limbs—rheumatic pains and stiffness of joints—backache, irregular action of bowels or bladder—urinary weakness, irritation or scalding, burning discomfort. Any of these symptoms mean kidney and bladder trouble.

DO YOU REALISE YOUR DANGER?

These symptoms may mean incessant tortures of rheumatism—wearing out, stabbing backache (lumbago). Gout that cripples and deforms. Bladder inflammation or gravel that cause such excruciating pain, or the deadly Bright's Disease.

TREAT THESE WARNING SYMPTOMS NOW.

There is one remedy whose honest merit the experience of thousands of kidney sufferers has proved—a remedy that is harmless and safe for old and young alike—that hardly ever fails to cure completely and to cure permanently—

DE WITT'S KIDNEY AND BLADDER PILLS.

This is not a feeble quack remedy; it professes to do nothing that is not amply proved in 99 cases out of a 100. Many so-called "Kidney Pills" merely regulate the bowels. De Witt's go straight to the root of the trouble—the kidneys and bladder. Relief from pain is positively guaranteed within 24 hours of taking De Witt's Kidney and Bladder Pills, and a blue tinge in the urine caused by one of the antiseptic ingredients proves to you, for your own satisfaction, that the healing properties have actually passed right through the kidneys and bladder.

Mrs. Wykes, of 23, Victoria-street, Nuneaton, said in 1913:—"For over eleven years I suffered with terrible kidney trouble and most acute backache pains. At various times through this long period of suffering I have been in a very bad condition, pains striking me across the back and loins. To stoop was torture, and every action was a trouble. It was just as if a vice had got hold of me and was screwing me up. I tried many remedies, first one and then another recommending me to different things, but nothing seemed to touch my case. During the early part of 1913 I heard of De Witt's Kidney and Bladder Pills, and determined to give them a trial. I am thankful I did, because I seemed to gain relief after the very first dose. I got another 2s. 9d. box from Mr. Baker's shop in Abbey-street, and felt much better. I got brighter and more active, and in fact felt a different woman. I intended to make a good cure of my case, seeing that I was getting so much relief, and I am pleased to say that I have done so, because for the last twelve months I have been absolutely clear of my old complaint and have not had the slightest trace of any kind of backache."

Mrs. WYKES. (from Photo).

Nearly three years afterwards—April, 1916—Mrs. Wykes said:—"De Witt's Kidney and Bladder Pills did me permanent good, there is not the slightest doubt about that; I always recommend them with a strong feeling a gratitude for what they have done for me."

With this splendid testimony in mind, can you continue to suffer without giving De Witt's Kidney and Bladder Pills a trial? For rheumatism, gout, lumbago, sciatica, bladder pains and inflammation, stone, and Bright's Disease they are absolutely unrivalled. They never fail to give relief. Within 24 hours the relief from pain and a certain blue tinge in the urine show that they have passed right through the kidneys and commenced their work.

Many women, with all the strain of housework and motherhood, suffer pains and weaknesses that make depressed and irritable, and yet are content to go on suffering until the weakness has gone too far, when they pay for their neglect with the tortures of a deadly disease.

Those dark circles under the eyes, bad breath and nasty taste in the mouth, weary, stabbing, dragging-down backache pains, headaches, swollen and rheumatic limbs are the warnings of deadly kidney complaints. Do you know that Bright's Disease causes thousands of deaths every year?

Delays are dangerous. As soon as the first symptoms begin to show themselves you should treat them, with a remedy that has cured thousands of chronic cases, the remedy that thousands of people are taking to-day, the only proof cure for kidney trouble—De Witt's Kidney and Bladder Pills.

These are the words of Mrs. Briggs, of 2, Park-lane, Hayes, End, Middlesex:—"I owe my life to De Witt's Kidney and Bladder Pills; they made me a new woman."—Mrs. Briggs says that after a severe chill her kidneys became inflamed.

KIDNEY & BLADDER

De Witt's Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., 44-45, Rathbone-place, London, W.1; England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

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AMERICAN "TURKNIT".

Towels. Size 42 inches by 19 inches Sale price, $7.95 dozen. Unequalled value,

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In white canvas rubber soles, Size 6, 6½, 7, 8. Only $1.75 pair.

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Of every description, shop soiled considerably, further reduced ***for this week.***

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A varied quantity for your selection, all sizes and styles.

TOOTALS PIQUE.

In white only, 42 inches wide. Sale price $2.25 yard.

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For every one's wear. 31 inches wide $2.95 yard.

RATINES.

Extra quality, 40 inches wide, colours. Rose, Saxe, Champagne, Sky, Pink, Buff and White. Finally reduced to $2.95 yard.

WHITE DRILL.

30 inches wide, $0.50, $0.75, $0.95, $1.25 yard.

RIBBONS.

A large variety of lingerie ribbons in all colours and widths.

LADIES' COTTON HOSE.

In white only. Sizes 8½ to 10, 2 pairs for $1.00. Reliable in wear.

CHILDREN'S HOSE.

Lisle and cotton. Size 0 to 6. All at $0.50 pair.

CHILDREN'S TOPEES.

Slightly shop soiled, all sizes $1.00 each.

Delicious Ices in our Cool Tea Room ***'Phone C. 44***

Champagne Exports From France Set Record

Even With Loss Of Two Heavy Customers, The United States And Russia, 1920's Figures Exceed 1913's

BY LAURENCE HILLS

Paris, June 1.—"Bubbles, light and laughter, Prosperity, carefree," sang an ancient bard in lauding champagne, the "king of beverages," and if the world should be judged today by this standard, and not by the constant worries, incidental to the costliest war in history, mankind is safely embarked on the sea of prosperity in a barque which touches every known shore. Strange as it may seem, with governments and individuals pleading "hard times" and threatening bank-ruptcy because the world will not return quickly enough to normalcy, the world is today drinking more champagne than it did in 1913.

CHAMPAGNE'S 1920 RECORD

It is a fact that during the twelve months ending January 1 France exported 31,710,250 litre bottles of champagne, although in 1913 the exportation records showed only 25,517,250 bottles. The world "hard up"? Not a bit of it! Governments may find difficulty in paching up their budgets, and a few war profiteers may be moaning the loss of their cherished 300 percent profits, but as a climax to the wild orgy of spending which started just after the armistice, champagne has come into its own, and thousands of vineyard workers, cork makers, bottle manufacturers and fillers, to say nothing of the French financial authorities and the railroads, are glad of it.

Think of it—31,000,000 bottles, each capped with its special form of cork and labelled gaudily or merely artistically, according to the relative merits of the contents, and sealed with the twisted wire capping which brings a smile of anticipation whenever exposed in any civilised country! Each bottle holds at least four good sized glasses, so France's exports in one year would provide one glass for every inhabitant of the United States between the ages of 24 hours and 100 years.

Some of this great increase in exportation may be due to the fact that stocks during the war were considerably reduced in most countries, but the champagne magnates of France believe that the revived interest in bubbles and concentrated sunshine is going to last, and are already predicting that the figures for 1921 will be greater even than those of 1920. With soldiers and official representatives of every known country visiting France during the war sipping the best of French wines and acquiring the taste with little difficulty, it is only natural, they say, that once returned to their homelands they call for "champagne and plenty of it," iced or warm, at every opportunity.

The habit is not lost on the homeward journey, as 112,300 bottles were consumed on board ocean liners last year, compared with 43,700 bottles in 1913, when prices were only about one-fourth of what they are today, and when the whole world boasted of a prosperity which even frequent hints of coming trouble would not dissipate.

Is Uncle Sam drinking his share of Frence's richest offering to a thirsty world? Perhaps not as much as in the days when whiskey and other drink sleuths were unnecessary, but there is still plenty of champagne going to the United States, presumably for medicinal purposes, and if doctors will only begin to realise that sick headaches can be at least temporarily dispelled by a discreet prescription of champagne bubbles and the concentration on a patient's attention for a few seconds of the rising foam in a shallow glass, exportation to America will show a considerable rise this year.

Before the war—still taking 1913 as the basis for comparison—the United States was one of France's best customers. In that year 1,728,875 bottles of fizz water were placed in the cellars for drinkers in the Land of Liberty. Last year only 285,250 bottles went to the United States; but the record is encouraging, as it proves that despite the efforts of the Anti-Drink League it is impossible to quench the ardent thirst of Americans for French wine—entirely!

ORDERS FROM CUBA

And how about Canada? Well, if the United States happens to run short and just can't wait until the next French steamer makes port a few thousand bottles can probably be borrowed from the friendly dominion north of the St. Lawrence. Canada has also been hit by the prohibition fever, but not to the extent that the United States has suffered, and the French element in Canada absolutely refuse to be deprived of that greatest bond of sympathy with the former owners of the Dominion. Last year 119,300 bottles went to Canada, compared with 131,400 bottles in 1913, and it is a safe bet that the Lady of Snows will exceed all former records this year, as every druggist-ore and village doctor from the border north to Hudson Bay's trading posts and the icy regions of the Canadian Alaska is clamoring for more.

Besides, if supplies in Canada are needed there, Uncle Sam's thirsty sons can find a substantial supply waiting in Cuba. Before the war Cuba only imported about 10,000 bottles a year. But last year, when steamers were But last year, when steamers were running special excursions from the great American desert, it was found that supplies would have to be considerably increased. Result: 152,300 bottles passed through the customs warehouses at Havana—and then passed out again, translated into a few hours of glorious excitement for American and other dust choked visitors. Even the Philippines have caught the fever, and residents of Uncle Sam's Pacific possessions, like their white instructors in other arts of civilisation, are drinking champagne on all available occasions, such as the dedication of a new Carnegie library in some hutted village or the launching of a hand-made canoe by a native subchieftain. Only 5,400 bottles were exported to the Philippines last year, but in 1913 the record was less than 2,000.

Australia is not far away, as distances go in that part of the world, and Australia's sons, like others who fought in France during the war, developed a firm appreciation of the finer merits of French "bubbles, light and laughter." No sooner did they return to their prized island than orders began to pour in upon the French shippers, and 72,600 bottles found their way through the southern seas for Australian consumption, and occasional small shipments to their sturdy Scotch "pals" in New Zealand. This record is slightly under the 1913 shipments, when 92,000 bottles were ticketed for Australian consumption, but shipments this year, if continued at their present rate, will be far more than in 1913. All of which brings just as big a smile of satisfaction to the French dealers as to the "Aussies" who are to spend their warm December evenings fanning away mosquitoes from the sweetened effervescence which will bring back memories of less comfortable evenings in the east of France during the epoch 1916-1919.

And should by any chance the supplies run short there is always the "yellow trio"—Japan, China and Siam—to fall back on for a temporary loan. In each of these countries the exports have shown a tremendous increase, which is only another substantial proof that the East is losing its heathenism and seeking out the real joys of living after the manner of their more enlightened white brothers. China's importations last year were 176,200 bottles, compared with 62,100 in 1913; Siam ordered 3,900 bottles, whereas in 1913, with her taste comparatively undeveloped, only 1,400 bottles were necessary to eke out their menus of rice and fish, while Japan, seeking inspiration for the next war, laid up for herself a treasure in the shape of 72,000 bottles, more than four times her 1913 stocks. Civilized? Draw your own conclusions—after you have experimented with a bottle or two of French joy. Happy? Yes, as long as the stocks last, and France does not refuse to accept Japan's currency at its face value.

ENGLAND AND BELGIUM

But England is still France's best friend, if confidence in French champagne is a criterion. Before the war England imported 5,925,000 bottles in one year, alternating with Belgium, whose biggest year's imports totaled 6,072,000 bottles. But last year England, with its bars closing in the middle of the day and with a drink as hard to get after ten o'clock at night as it is difficult to find before noon, and with prices sky high despite a favorable exchange rate, managed to store away 8,088,400 bottles, while little Belgium, as a mark of her appreciation of the new Franco-Belgian Entente, broke all past records by accepting 7,954,000 bottles.

Germany? Every one knows that Germany's weinstube depends on its French stocks for its reputation, and while thousands and thousands of bottles of fake Schaumwein are palmed off on uneducated buyers and produced a favorable number of hochs and prosits the French wines are holding their own very well. In 1913, Germany ordered 864,600 bottles, but since the mark has had such a terrible time struggling to keep out of the bankruptcy courts poor Fritz has had to tighten his belt and drink more water. Nevertheless the French exports to France's best hated enemy last year were 255,700 bottles, and if ever the two countries can find a basis for a workable understanding it will surely be ratified in Berlin over a bottle of the best French bubbles.

In addition to the consumption in Berlin and other cities with night life tendencies the Saar Valley is developing a great predilection for French instead of of German foaming wines, and 24,200 bottles in one year was not a bad testimonial of France's colonising ability. Even in Luxembourg, where the inhabitants are still fussing as to whether or not they shall discard German as their daily tongue and adopt the French language, they have already decided to ban the German wines and accept the French equivalents, much to the chagrin of the hillside vineyard owners along the Moselle, a few miles to the east. Luxembourg's 1920 imports of champagne totaled 41,100 bottles.

Switzerland, Italy, Spain and Holland are all filling up with French brands, and travellers insist that nothing else can account for the unheard of good humor which is pervading those regions. Switzerland has always been a profitable market for the French wines, as German champagne does not at all please the taste of the Swiss Socialists. In 1913 champagne exports to the republic were 424,700 bottles; last year they jumped to 503,800. In Italy French champagne is running a close second to the native sparkling Asti, and importations there rose to 462,300 bottle, nearly 100,000 bottles more than in 1913. And Spain is forgetting its own port wine and Muscat in a new enthusiasm for French champagne, 498,400 bottles representing last year's Spanish thirst. In 1913 only 260,000 bottles were used in celebrating bullfight victories and singing ballads to the mantilla covered brunettes behind barred windows.

BALKANS QUAFF WINE

No one knows just what portion of Russia's 1913 consumption went to the regions now known as Esthonia, Poland and Finland, but there are indications that when affairs in eastern Europe settle there will be a good market for French champagne. Last year Esthonia's peasants—or perhaps it was the officials of the new republic—only consumed 800 bottles, but since January 1 last this exportation has already been exceeded. Poland's 1920 consumption was 1,000 bottles, but Poland had her troubles last year and was too busy pushing Trotzky's "Reds" eastward to worry about popping corks and overflowing cups. Finland put a fine finish on 2,700 bottles.

In Russia proper, with its Soviets and counter revolutions, the proletariat is forgetting the taste of French champagne. In 1913 France sent 870,500 bottles of the very best to her closest friend and ally. Last year the common horde probably contented itself with home brews of vodka and other vile substitutes for American whiskey, but Lenine's headquarters needed a few bottles to keep the Soviet temperament working and incidentally offer something worth while to the few American journalists and would-be financiers with whom the Soviet mastermind tried to ingratiate himself. What did he do? The French records show that 18,800 bottles of champagne found their way into Russia, but it is reported that Lenine ordered that the existing stocks in the Crimea should be sent to Moscow for his personal use.

Turkey used to be a great outlet for German "Schaumwein," but today, with the French influence in the ascendant, there is only room for French brands in the Turkish warehouses. In 1913 the exports to Turkey were only 90,000 bottles, but today every harem has its own little stock of the finest French brands, the exports reaching 179,200 bottles in 1920, to say nothing of the thousands of bottles which are smuggled through the Straits and dumped at out of the way ports without any official formalities being complied with.

Venizelos's friendship for France had at least one substantial result. One of his marks of friendship was the opening of the ports to French vessels, and as every vessel carried its quota of champagne, Greece today can smile despite her excessive note circulation and the recalling of her reservists for service around Smyrna. Since the war Greece's imports of French brands have jumped from 23,200 bottles to 80,300 bottles a year, a record which Constantine will find hard to explain should he happen to drop in at Doorn for a few hours chat with his erstwhile friend and relative.

Rumania is also drinking more champagne than formerly, but the German brands are said to be holding their market. The French exports to Rumania last year were only 16,700 bottles; in 1913 12,100 bottles, while Bulgaria's tribesmen are putting away 4,300 bottles a year, mixing it with their beer after their ancient custom. Before the war Bulgaria's highest importation was only 2,400 bottles. The Czecho-Slovaks are providing a new market for the French growers, last year's sales there totalling 1,700 bottles.

Austria's poverty is remarkably evidenced by the drop in her champagne importations. There is plenty of drinking going on in the Viennese hotels and bars, despite the fact that a bottle of champagne costs anywhere from 5,000 to 45,000 crowns, more than the average man wants to be burdened with, but the beverages are principally of German origin. The exchange conditions naturally favor this, but there is always the elite clientele which insists on French brands, and 400 bottles were despatched last year to satisfy them. In 1913, however, Austria 64,200 bottles, and during the war the Austrian troops probably managed to send a few thousand bottles across the frontier, so the thirsty poor of Austria will be able to find consolation in the liquidation of heir stocks. Strangely enough, French officials in both Austria and Germany have reported that much French champagne is finding its way to these countries via Holland, which may account for

(Continued on Page 11)

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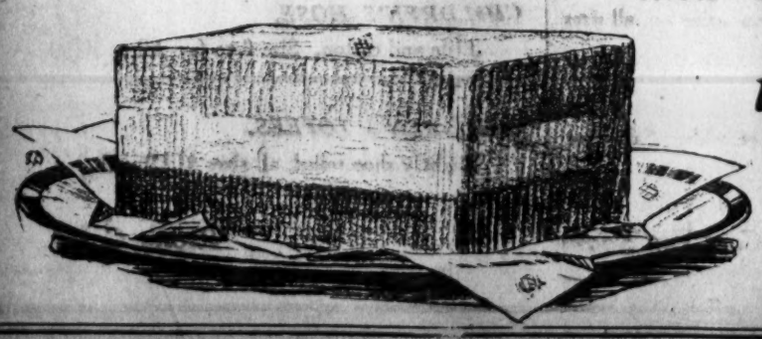

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Document Tells Story Of Capture Of Wuchow

(Continued from Page 9)

the Canton Cathedral by means of a cassock)—had a proclamation posted everywhere through the town assuring the people of protection and requesting the immediate resumption of business and normal life. The effect was immediate. The streets filled with people bearing back their belongings to deserted homes; the shops threw open their doors, and a continuation of the firing of firecrackers evidenced their satisfaction.

NOT A TRAITOR

It must seem strange to foreigners to see the enemy so warmly welcomed, not only by the many Cantonese who are engaged in business here, but by the Kwangsi inhabitants. The fact is these wars are personal quarrels among the military and the people as a whole are not interested. There is no room for patriotism or local feeling and men fight on one side or the other according to the inducements offered. For instance, the Kwangsi general who came to reinforce the city and cause the skirmish early this morning, has with his entire forces gone over to the Cantonese side; yet no one thinks of him as a traitor.

June 27.—Our refugees are preparing to return home. In search of further information we spoke with foreign crews of several Hongkong boats that have come to port. The airplane, which is a seaplane, came along and made a perfect 'landing,' greatly to the delight of everyone. This is the first airplane that has ever appeared in Wuchow.

Many of the people who returned to their homes in the morning have came back to the Mission, especially the women. The town is swarming with soldiers in and out of uniform and when it comes to taking chances many of the people are rigorists and believe in the 'pars tutior.' The Chinese know what has happened under similar circumstances.

June 28.—The town is still swarming with soldiers, though thousands are reported to be moving up the river. Two stepped into our compound today with what intention we cannot say, but when they saw they were in a foreign establishment they turned and walked out again. About fifty of our refugees are still with us.

June 29.—About 10 a.m. the professor brought the disquieting news that soldiers were looting a house a few doors away with the people looking on frightened and submissive. At the report that the looters were going to set fire to it Father Walsh went and protested and they desisted much to the disgust of one individual who was soaking the place in kerosine. This looting is not dangerous being part of a systematic plan to punish Kwangsi militarists for the havoc they wrought in Kwangtung last year. It is only the houses of these Kwangsi people that are being looted, and it is being done without noise.

One of our parishoners tells us of a property that belongec to one of the departed militarists that has been sacked and burned. Another piece of news which illustrates the business genius of the Chinese concerns the secretary—a Chinese—of the British Consul Profiting by the mortal fear of wealthy business men, he offered them refuge in the rooms of the Consulate—at so much per—or wrote them out permissions to fly the British flag over their establishments for a weighty consideration of silver. The Consul discovered these transactions in time, and beat the man out of his house, holding on to the strong box which the ingenious Chinese had addressed to the Canton Consulate so that it would have no difficulty in passing Customs. The poor fellow lost a fortune!

Quiet continues, and, furthermore, we have the assurance of the British Consul that in case looting begins on a great scale, he will interefere immediately on the ground that it would get out of hand and extend to foreign property, as happened at Ichang and later at Wuchang recently.

June 30.—Things have almost resumed their normal state, except that we still have a few people quartered with us. All our neighbors have become our friends.

Asks Polish Apology For Slur On Britain

Warsaw, June 12.—Sir William Grenfell Max-Mueller, British Minister to Poland, announced his intention today of withdrawing from his post unless an apology was forthcoming immediately from the President of the court-martial which heard the case of the Polish Lieutenant, Henry K. Iwanicki, who was recently convicted of stealing the Polish Army mobilisation plans and disposing of them to agents of a foreign power. (Lieutenant Iwanicki was executed on June 4).

The case caused a storm of protest in Warsaw newspapers after Iwanicki's execution, in which it was charged that the British Intelligence Service was the buyer of the stolen plans.

Sir William said that inasmuch as the trial took place behind closed doors the court-martial President was responsible for the stories published. He denied that the British had any connection with the Iwanicki case.

Constantine Skirmunt, Polish Ambassador to Italy, has been appointed Foreign Minister in the Polish Cabinet, replacing Prince Sapieha, who resigned.

Skirmunt, a member of one of Poland's oldest families, was a member of the Polish National Committee with former Premier Paderewski prior to the Paris Peace Conference. Before the war he was the Polish representative in the Russian Duma.

SEVENTY OFFICIALS GUILTY OF BRIBERY

Tokio Court Convicts Many Officers For Parts Played In Gas Scandal

Tokio, July 5.—Seventy municipal officials, members of the city assembly, and contractors have been found guilty by the preliminary court in connection with the municipal scandal. The finding of the court was announced late Monday afternoon.

The majority of the accused are implicated in what is generally known as the municipal gas scandal.

The sums which were paid out by the Tokio Gas Company to purchase the support of members of the city assembly in the proposed increase of gas rates amounted to more than Y390,000.

Dr. Rokuro Sangi, former managing director of the Tokio Gas Company, leads the list of former employes of the company who are accused of destroying evidence.

The part which was played by Mr. Kumagaya, former director of the public peace bureau of the Metropolitan Police Department, was confined to using his influence in an attempt to make Mr. Abe, former Governor of Tokio, agree to the proposed enactment of the increased rates in Tokio-fu.

Japanese Seek To Extend Concession Chinese Protest

(China Press Correspondence)

Hankow, July 13.—The Japanese authorities at Hankow are contemplating extension of their concession here. Last week their road construction department began preparations for building a new road in the Chinese territory adjoining the Japanese Concession. News of these operations caused vigorous protest from the Chinese and the local press is indignant to this encroachment upon Chinese territory.

The matter was brought to the attention of the Japanese Consul-General at Hankow by the local Commissioner of Foreign Affairs. The Japanese are asked to stop operations pending settlement of the negotiations. The Chinese Street Union of that section has addressed a letter of protest to the Japanese Consul direct.

Champagne Exports From France Set Record

French Champagne Exports Show Great Jump

Country	Bottles 1920	Bottles 1913
On ocean liners	112,300	43,700
United States	235,250	1,728,875
Canada	119,300	131,400
Philippines	5,400	2,000
Cuba	152,300	10,000
England	8,088,400	5,925,000
Belgium	7,954,000	6,072,000
Argentina	5,462,000	870,000
China	176,200	62,100
Siam	3,900	1,400
Japan	72,000	18,000
Germany	255,700	864,000
Switzerland	503,800	424,700
Spain	498,400	260,000
Russia	18,800	870,500
Greece	80,300	23,200

(Continued from Page 10)

the increase since 1913 of Holland's importations from 64,200 bottles to 380,900 liters of the finest sparkling wines France can find in her champagne cellars.

All this wild series of calculations might give the impression that France will run short of champagne if the world's orders continue to arrive at this rate, but The New York Herald is informed by no less a personage in the champagne world than Mr. Charles Heidsieck, who is official bubble furnisher to both the King of the Belgians and King George V. of England, that there is a reserve stock in the cellars of Rheims sufficient for all needs for at least four years to come. Even if the American market regains its prewar excellence, for which the wine dealers of France pray fervently at least three times a day the excellence of this year's crop shows that there is little danger of the Champagne hillsides losing their fertility.

During the war, it is estimated that the Germans destroyed or drank about 6,000,000 bottles of champagne, but they left many more millions of bottles untouched. Despite the great increase in exportation and the evident intention of the whole wide world to make up for lost time and drink champagne, to the exclusion of all substitutes, there are now 114,479,625 bottles available for shipment, only about one-third of this quantity being champagne in casks, and there are enough empty bottles on hand in France to keep the fillers busy for at least two years if not another bottle should be blown by the French glass industry.

Is King Champagne without honor in his own country? No, for the average Frenchman still worships the sunlight streaming through a crystal bowl filled with the vintage of favorite years. Prices in France are beyond all reason, buf this does not deter the Frenchman from having his glass of champagne whenever he can afford it, and no birthday or saint's day festival is complete without the customary climax of a bottle of grape juice—but not the American type. Brought from a darkened cellar, where it may have been stored for fifteen or twenty years, such a bottle is handled with a respect almost akin to reverence; even the dust which has accumulated tells its story of nature's patient development of the world's greatest beverage, and until the last drop is out of the bottle the Frenchman can always find a source for inspiration, if only to recount the incidents in bygone years when other fetes were celebrated with other bottles of France's own particular creation.

5 MILLION BOTTLES A YEAR

Exportations to the interior of France from the warehouses and cellars of Rheims during the year ended January 1 were more than ten million bottles, an increase of about a million over pre-war figures. Allowing that perhaps 10 percent of these shipments were reshipped to other countries France still shows her favoritism, and it is estimated that in Paris alone, with its constantly changing population, more than five million bottles a year are consumed—and this at prices ranging from 35 to 75 francs a bottle, with an additional 25 percent tax for every bottle ordered in most restaurants and drinking places after 10 o'clock at night.

It is well to remember that France depends on her champagne traffic for a goodly portion of her national income, and any efforts to wreck the prosperity of the champagne interests would be immediately suppressed by governmental, if not by individual measures. In short, the Frenchman's thesis may be summarised thusly: "Get rid of champagne. That's what we are doing, and the whole world is helping us and paying us for the privilege of showing that it wants all we can provide. French champagne is king. Vive le Roi!"

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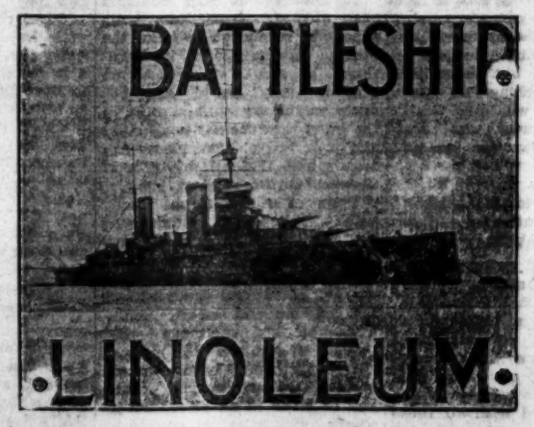

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WEATHER

Overcast and damp weather Summer monsoon along the China coast to the south of the Saddles. Variable winds in the north with some mist.

Today's Church Services

Holy Trinity Cathedral.—8 a.m., Holy Communion. 10 a.m., Mattins (said); Psalm: 43; Lessons: Wisdom vi, 12-end; Mark x, 1-31; 10:30 a.m., Choral Eucharist. Introit: "Blessed Word of God Incarnate;" Pearsall; Hymns 322, 203, 308. Preacher: The Sub-Dean. 6 p.m., Evensong and Sermon. Psalm: 67; Lessons: Wisdom vii, 15-viii, 1. Acts xvii, 16-end; Hymns: 197, 176, 280, 27. Preacher: Rev. W. Robbins, M.A.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins; Psalm: 43; Lessons: Wisdom vi, 12-end; Mark x, 1-31; Holy Communion and Sermon; Hymns: 242, 178, 320, 172. Preacher: Rev. W. Robbins, M.A.

Union Church.—11 a.m., Preacher: Rev. A. Norman Rowland, M.A.; Subject: Four tests of manhood Benedictus (Attwood); Hymns 64, 275. 6 p.m., Preacher: Rev. A. Norman Rowland, M.A.; Subject: The Christian faith and nationality; Psalm 46; Metrical Psalm 145; Hymns 372, 312, 568.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The services in the above will be conducted as follows: Morning 11 a.m. by Rev. George W. Dunlop D.D.; Evening 6 p.m. by Rev. George W. Dunlop D.D.

St. Joseph's Church.—Masses at 6, 7½, 9 a.m. At 5 p.m. Benediction of the Blessed Sacrament. Masses on week-days at 6, 7 a.m.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Life." Sunday School 10 o'clock. Testimony Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday from 10:30 to 12:30 at No. 21 Nanking Road, Room 71.

Community Church.—11 a.m., Columbia Country Club, 30, Avenue Doumer. Rev. Luther Freeman, D.D., Preacher: 5 p.m., Masonic Hall, 50 The Bund. Rev. Luther Freeman, D.D., Preacher: Subject: Such as I have.

New Thought Center.—No. 12 Nanking Road, Kelly and Walsh Bldg., Top Floor. Sunday Service from 11 a.m. to 12 noon. Subject: "The Spirit of Truth; the Comforter." Free Treatments and Teachings daily from 10 a.m. to 4 p.m. The public is cordially invited.

Community Church.—Services for July 17. Sunday School 9:30 a.m. Avenue Joffre and Route Pichon. Morning Service Eleven o'clock. Columbia Country Club Take Zicawei Car No. 2 to Avenue Doumer. Subject: The Four Men in Every Man. Afternoon Service five o'clock. Masonic Hall No. 30 The Bund. Subject: Such as I have.

Germans Working Hard Says Sir Philip Gibbs

BY SIR PHILIP GIBBS

BERLIN, June 11.—Since my last message from Paris I have been studying life and arithmetic in Berlin, and I find both subjects of enormous interest. For what has happened in Germany now in the spirit of the people and in their terrific financial adventure to pay Allied reparations and avert economic ruin will decide the future of Europe. Upon their success or failure the fate of many nations besides their own utterly depends, and the commerce of every country of the world will be profoundly affected for good or for evil by Germany's effort to fulfil her pledges and regain industrial prosperity.

I have had remarkable opportunities for studying the political as well as the economic situation in Germany, having met chiefs of political parties, bankers, financial experts and business men who have stuffed my head with facts and figures and have analysed their national possibilities with the utmost frankness, as I really believe.

More interesting to me are my personal impressions of life in Berlin as they come in moving about among the ordinary people, not the political leaders or financial experts, but those middle class and working folk whose industry creates whatever wealth Germany may have, who bear the burdens of taxation imposed by defeat, and whose strength of will and body is after all the deciding factor in this problem of German reparations.

NORMAL IN APPEARANCE

Outwardly, and to some extent inwardly, Berlin seems to have regained its normal life and to have emerged from the blight of war. Its fear of revolution and counter revolution has passed. Its food supplies are free and uncontrolled. Its shops again are richly stocked with all those goods which were scarce and unobtainable two years ago—leather goods, calicos, clothes of any kind and many of the little luxuries of daily life.

These people, swarming down the Friederichstrasse and all its tributaries, or walking in the shade of Unter den Linden, seem cheerful and happy. They are all busy, and one sees none of those crowds of listless men and women who hang around labor exchanges and make London so miserable just now.

These Berlin folk are working keenly and with wonderful energy. Young men who come into hotels in the continual traffic are not there for idle hours. They bring black satchels stuffed with papers. They talk business and look as if there were plenty to do. There is no air of dejection or despair among a people conscious of defeat and of the tragic years ahead, but rather among all these Berlin crowds there is a look of alertness, good humor and confidence in the future.

Imperial pomp and pageantry have passed from Berlin. No guards surround its palaces. Only a few sicherheitspolizei (security police) in neat green uniforms remain as a memory of all those military types who used to pass with such arrogance about the city.

DIFFERENT FROM LONDON

All that is gone, yet Berlin still looks like a great capital, rich and luxurious in its residential quarters and its magnificent hotels. There is a ceaseless line of automobiles streaming up the highway of the Kurfurstendam. After working hours all the beer gardens and outdoor restaurants are thronged with people of every class, from those who spend hundreds of marks on their refreshments to those who buy a glass of beer and make it last a long time.

In London one does not find such outward cheerfulness, such a general resolution to make the best of life despite all its hardships. A casual visitor blowing breezily into Berlin and out again might say with a wave of the hand that the city is all right and everybody has plenty of money and that all this talk of German povert is sheer bunk.

That, of course, is not wholly true. From close inquiries I find this bustling cheerfulness in Berlin needs courage, and is indeed, proof of will power Leaving out of account the profiteers and junkers and lucky speculators—not an enormous class though an evil one—the mass of the people cannot have a margin for the fun in life. A young girl or clerk in an office, for instance, gets a salary of 700 or 800 marks monthly.

Before the war that would have been very handsome, but now, after deducting 10 percent for income tax, it is so miserable that I can't understand how a single man or woman can live on such a wage, for the mark is now worth two cents not only in foreign exchange, but with some exceptions in actual purchasing power in Germany itself.

A pair of boots, for instance, costs 250 marks, a linen shirt 100 marks. Butter is 24 marks a pound. The simplest meal with meat in cheap restaurants costs 20 marks. How then does a well educated girl who has to be neatly dressed in a city office

(Continued on Page 13)

Germany's Future Lies In Dominating Mid-Europe

Absorption Of Austria, A Re-partition Of Poland And Acquisition Of The Teuton Parts Of Czecho-Slovakia Foreseen

By Frank H. Simonds

BY FRANK H. SIMONDS
(New York Tribune)

THE first of June, which saw Germany at last performing in accordance with her promises and making the first payment on that long account which will run for a full generation, may easily prove the most memorable date, so far as Germany and her enemies are concerned, since the signature of the armistice of Rethondes in Marshal Foch's railway wagon, now one of the treasured relics of the Invalides Museum.

It would be foolish, of course, to suggest that this act of submission on Germany's part represents a final and unconditional surrender and that henceforth we shall have only order and growing confidence. No, as the Upper Silesian dispute well indicates, nothing of the sort is to be expected. We shall have incidents and more incidents, but in the final analysis we may count on German submission. The great problem of the last three years ever since the close of hostilities, has been whether Germany could bring herself to do that minimum which was essential if she would escape ruin.

She has done this in bowing to the recent allied ultimatum. Up to the moment when she yielded it was always possible, frequently likely, that German bad faith, stubbornness, misinterpretation of world opinion, of Anglo-French relations and of American policy would lead her to invite that French action which would inevitably have meant the ruin of modern Germany and a return of such chaos to the center of Europe as followed the Thirty Years War and eliminated the German as a factor up to the coming of Frederick the Great, and even, in the larger sense, until the downfall of Napoleon.

But modern Germany is now quite clearly bound to survive. Territorially and politically her situation should now improve. And in an examination of the pathway by which this Germany at last measurably escaped from the larger ruin which her defeat threatened, perhaps there is no better point of departure than a brief recapitulation of her losses.

WHAT GERMANY HAD

At the moment when the Kaiser launched his first troops at Liege and deluged Europe with his declarations of war the German Empire had an area of just short of 209,000 square miles. The census of 1910 showed a population of 65,000,000, which by 1914 had increased to 68,000,000. In addition, the colonial empire exceeded a million square miles and contained above 12,000,000 inhabitants. As a consequence of the Treaty of Versailles, Germany lost all of her colonial empire and approximately 25,000 square miles in Europe. Her population, according to official German figures, was last year in round numbers 60,000,000, her area about 184,000 square miles.

To the losses in territory and population at home and in Europe there is added the total elimination of the war fleet. The army has ceased to be a European influence, the mercantile marine has largely passed to allied hands. Finally, Germany has already paid in round figures $2,500,000,000 in reparations, and she has agreed to pay $12,500,000,000 and interest, which will represent an annual tribute of $750,000,000 for a full generation. She has also undertaken in certain contingencies to increase the capital sum of the indebtedness to $33,000,000,000, with appropriate annual payments.

Compare this loss, for example, with that of the French in 1870. Then the loser undertook to pay a sum of $1,000,000,000, ceded to Germany Alsace-Lorraine with an area of 5,600 square miles and a population of about 1,500,000. The loss of territory reduced France from 212,700 square miles to 207,100. In reality the loss of population in Germany is not 5,000,000, but 8,000,000 since at the moment the war broke out Germany contained 68,000,000.

WHAT SHE LOST

Roughly speaking, then, Germany has lost five times the population and more than four times the area taken from France in 1871, and she is bound to pay besides in interest from fifteen to thirty-three times as much as was assessed against France in consequence of the Treaty of Frankfort.

I have ventured upon this brief summary of the costs to Germany of the war she brought upon the world for the simple reason that one of the determining factors in Germany for the future must be the effect of her defeat. We all have seen the consequences to France of that infinitely less expensive disaster which was the Franco-Prussian war. The generation which saw it dreamed of revanche, but those who came after and lived under the shadow of the tragedy dismissed those aspirations which had proved the ruin of their country. The Third Republic was in its essence pacific. The lesson of the Terrible Year was that war was too dangerous a risk to be run save in self defense.

Now, what will be the reaction upon Germany? One may dismiss the present rantings in the German press—threats, bluster, echoes of the voices of the years before the conflict. It will be thirteen years at the earliest before Germany could think of military action against France, which would necessarily begin on German territory and lead almost instantly to the destruction of some of the most important German industrial cities. Real German preparation for war can only begin when French troops have retired from the German territories now occupied. And preparation, once it began in earnest, would cousume a number of years, even if allowed to go without provoking reprisal.

In all human probability we are going to have something like a quarter of a century of Franco-German peace. In that time a German compliance with a minimum, an irreducible minimum, of conditions written into the last agreement is reasonably certain. On the one side we may expect Anglo-American influence increasingly exerted to produce this result, while on the other we may look for the same influence exerted to restrain the French from taking an extreme step in the face of the endless German provocations which are to be expected.

But taking the next thirteen years during which allied troops will remain on the German Rhine as a span, what may we expect of German policy in that time, what will the Germany which has survived the storm seek on the political side? Obviously the first effort will be made to escape from that position of inequality which weighs upon Germany as it weighed upon France after the fall of Napoleon.

Given the present state of the League of Nations, it may be doubted whether the German will seriously seek admittance. The action of the United States in returning to the Supreme Council has given that smaller body the importance which it possessed in Paris. Germany then will seek admittance to it precisely as France sought admittance to the Holy Alliance. And it is easy to see that at no distant date three of the four Great Powers—leaving Japan out of account as little concerned in Europe—will tend to favor such admittance, namely, the United Kingdom, Italy and the United States. Granted that French opposition may prevail for a little, the end is, I think, sure and will come relatively promptly if Germany for a brief time keeps faith with her latest contract.

Assuming German admission to the group of world Powers, which will include France, Britain, Italy, Japan and the United States, what ends will Germany thereafter pursue? Obviously she will seek first the limitation of her reparations obligations to the sum already fixed, namely, $12,500,000,000. That she can hope for reduction below this figure is totally unlikely, but that she may be able to prevent the expansion of this sum through the medium of the export tax is not unbelievable, however inequitable.

But it is the political, rather than the economic, phase which is immediately interesting. Like Talleyrand, the German representative in the new Holy Alliance (or whatever it may be called) will seek first to divide his conquerors and find strength in their differences. Thus, nothing is more likely than that in most middle European questions Italian policy will for a considerable time march with Germany rather than with France, while British and Italian votes will support Germany as against Poland, the ward of France.

And it is the Polish question which must remain uppermost in German minds. The first concern of every German statesman henceforth must be to find a way to recover the Prussian territories. Polish originally but won from Poland by Prussia, which were ceded to the Polish Republic by the Treaty of Versailles. Until such time as this end can be attained Germany is cut in two: her old unity of 1815, established through the medium of Prussia at the Congress of Vienna, established earlier by Frederick the Great by the Silesian war and the partitions of Poland, is abolished.

If by chance in the next two decades a strong Russia arises, German statesmanship will unquestionably seek in Petrograd or Moscow a new Russian ally, a partner in another Polish partition. In any event, one may table upon the fact that the primary purpose of Germany henceforth indefinitely will be the recovery of Danzig, West Prussia, Posen and any part of Upper Silesia which may presently be granted to the Poles as a consequence of the recent plebiscite.

We Americans hear much of Alsace-Lorraine: the Germans have concentrated their passion upon the French, and it is natural to connect the two facts. But the truth is that the Germans actually rage at the French policy upon the Vistula far more than upon the Rhine. That France should reclaim her lost provinces struck all Germans as natural, however bitterly they denied the justice of French claims. But French support of the Poles, French aid to the Poles in taking from Germany her eastern marches despite the presence there of a Polish majority, is the unforgivable offence.

RESTORATION OF UNITY

Germany, then, will seek the restoration of her unity in the east. This is her cardinal policy for the future. She will eagerly claim British, Italian, American support against the French in the Supreme Council, since the French will be there as the advocates of the Polish cause.

Germany's next purpose must be expansion. Already she is bending every effort to obtain the consent of her conquerors to the incorporation of Austria in the German Reich. Such an incorporation would mean for Germany a gain of 6,000,000 in population, all German speaking, and 30,000 square miles of territory—almost as many people as she lost by her war and much more territory.

Here again there is division in the Supreme Council. Great Britain quite openly advocates the Austrian incorporation. Italy prefers it to any form of Danubian confederation and would accept it wholeheartedly, provided some guarantee were given that she would be left unchallenged in possession of the German speaking communes of the old Tyrol between the Brenner Pass and Bozen, which came to her as a result of the Paris settlement, and insure her the strategic advantage of a frontier following the crests of the Alps from Switzerland to the Quarnero west of Fiume. As for the United States, if our policy restrains us from active participation in a debate on a question so purely European, certainly we should not object.

France is thus left single handed in the Supreme Council, although in Europe she is supported by Czecho-Slovakia, Poland, Rumania and Jugo-Slavia, for all of whom an expansion of Germany southward along the Danube carries a more or less serious threat. In reality, French policy in Europe has steadily sought by creating and cementing this alliance of the so-called Succession States against a new German attack—and any Russian return as well—to block Germany's pathday to Vienna and southward.

If one will take the trouble to look at the map it will be plain that German expansion southward, achieved by the incorporation of Austria in the Reich, would mean the drawing of a noose almost completely round the neck of Czecho-Slovakia, practically all of whose useful exits would pass to German hands. And it must be remembered that there are more than 3,000,000 German speaking inhabitants of Czecho-Slovakia, who constitute an objective of German policy.

Thus in seeking to obtain allied permission to absorb Austria Germany is in reality pursuing the old familiar objective of Mitteleuropa, and if Vienna becomes German then the fate of Prague is henceforth in doubt. Czecho-Slovakia itself represents a combination of old Austrian and old Hungarian territory. Nothing would be more simple for the German than to seek a new basis for alliance with the Hungarian by proposing the partition of Czecho-Slovakia, the Austrian half falling to Germany, as the heir of Austria, the Hungarian going back to the Magyars.

But if the Hungarian consents to a new German alliance he has other ends besides the reclamation of his old Slav provinces on the north. He is equally interested in regaining the lands which have fallen to the Rumanian and to the Jugo-Slav. Here German championship of Magyar aspirations would enlist Italian opposition, since Italy has no desire to see a Hungarian state, backed by German strength, return to the Adriatic or reacquire Croatia and Slavonia, but with the fate of Czecho-Slovakia, Italy is not interested.

So far Germany's program seems fairly clear. Outside of an effort to reduce her reparations account, or at least to prevent its being increased above the present sum of $12,500,000,000, Germany will seek first of all to regain her old Polish lands. She will do this by exploiting the notorious British hostility to Poland in the Supreme Council and by taking advantage of Italian bitterness toward France. She will strive also after some sort of Russian alliance which will insure a new partition.

At the same time she will strive for the admission of Austria to the Reich, which will represent a further step in the consolidation of the German tribes, an extension of the work of Bismarck and William I. And beyond the Austrian circumstance lies the Czecho-Slovakian objective. In pursuit of this objective, too, there is the plain opportunity to arrive at an understanding and even an alliance with the Hungarians. On the ruins of Poland and Czecho-Slovakia Germany may yet erect still another German Empire dominating all of the middle of Europe and, through Hungary, approaching the lower Danube.

And in the Balkans the old chaos remains. The Serb and the Bulgar still nourish their old animosities, the Greek and the Bulgar remain as they have always been, hopelessly divided. And even the Turk seems to have survived the world war and to hold title to Constantinople still, while in Asia Minor he has made waste paper of more than one solemn document of his Christian enemies. Thus, if half a century from now Germany having absorbed Austria and the old Austrian half of Czecho-Slovakia and made alliance with the Hungarians, should resume the march toward the Near East, she would encounter no barrier. Two of the great political purposes of the war, to bar the German on the Vistula and on the Danube, have failed. The Paris Conference made an incomplete Poland and so far has merely perpetuated the Balkan chaos.

Germany was led into the last war because her ambition took her southward, but on her road she encountered Russia, the champion of the Serb. Before she could open the road she had first to dispose of the Russian and his out French ally. In the battle she found herself confronted by too many enemies and she succumbed. In order to go east she felt that she must first go west, and going west she enlisted first Britain and then the United States.

As a result of the war, however, Russia is removed from her pathway; one cannot conceive in any future now calculable that any Russian state will mount guard over the lower Danube at Belgrade. On the contrary, Russian policy is far more likely to fall in with German in the matter of Poland and a new partition. In any event, Russia is out of the way. No real obstacle remains in Central Europe. Italian apprehension may some day be awakened, but today Italy is dominated by resentment toward France and secular dread of the Hapsburg, which leads to resignation in the matter of the proposed absorption of German Austria by the German Reich.

FRANCE MAY DESERT POLAND

There remains only France. France has constructed a system of alliances, Poland, Rumania, Czecho-Slovakia. But it is idle to suppose that looking to the long future France, single handed, can maintain these states against a Russo-German alliance. Nor is France likely to persevere in this attempt, provided only the future gives her some assurance of safety from German attack, for it is security which France seeks. A Germany aggrandised by the reclamation of German Polish provinces, by the annexation of Austrian lands and of the Czech provinces of the old Hapsburg domain would insure the conquest of France, provided German policy clashed with French.

It is possible that, once Poland were crushed between a restored Russia and a reunited Germany, France would find a new ally in a Russia once more seeking Constantinople and finding the old German rival on the march for the same destination. It is conceivable that Italy would take alarm in time, before Czecho-Slovakia as well as Austria had passed under German control. But neither contingency is at all likely. What is most probable is that when Germany at last feels able and ready to resume her advance into the middle of Europe, or before that, when she seeks by force to restore her old Polish provinces, she will find that the first step must be a new campaign in the west.

It is idle and even ridiculous to imagine that the Germans are more than momentarily checked in their great design to dominate the center of Europe. The war has cost them terrible losses and ended in bitter defeat, but it has advanced them toward their goal by eliminating Russia and disrupting the old Hapsburg Empire, which, while allied to Germany, still constituted a barrier to German aspirations in a considerable degree. Now German policy must seek to absorb Austria peacefully, prepare the way for the acquisition of Bohemia and Moravia, strive for the reconquest of the Polish marches. But war is a remote contingency.

France in the Supreme Council and in the world appeals for the adoption of a policy which will permanently bar this expansion of Germany since this expansion carries immediate and deadly peril for France, but not less certainly threatens Italy and Great Britain and promises the servitude of most of the recently liberated peoples of the Succession States. Britain and Italy veto French proposals and the United States tends more and more to follow the

(Continued on Page 13)

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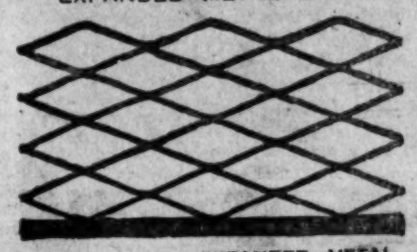

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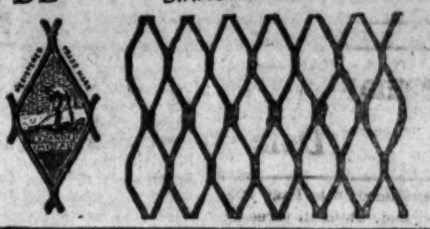

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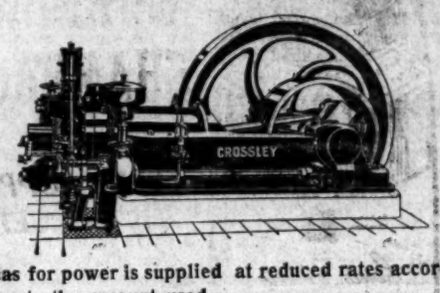

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BOOBY HATCH — Last And Found And Lost — By Berndt

GEE WHIZ! LOOK WHAT I FOUND!
I SURE AM LUCKY TO FIND
HEY YOU! THAT'S MINE! I JUST LOST IT!
YOU'LL HAVE TO DESCRIBE IT FIRST!
LET ME SEE IT AND I'LL TELL YOU!
IT'S A BLACK BAG WITH A DESIGN ON THE SIDE!
THAT'S RIGHT!
THANKS!
BERND

Germany's Future Lies In Dominating Mid-Europe

(Continued from Page 12)

British lead, while all three agree in insisting upon German compliance with a minimum reparations program.

Had Germany in her blind folly persisted in declining to submit to this minimum demand her ruin would have been accomplished. As it is, the worst would seem to be over for her. Her immediate future is certainly not likely to be gay, but beyond there is a promise of ultimate attainment of all that was reasonable in her old program. Her three great questions are found on the Rhine, the Vistula and the Danube now as in 1914, but who shall say that a generation hence what was impossible for the Germany of William II. may not prove easy for the Germany of that period?

Unless Great Britain and Italy agree to support France in blocking German expansion on the Vistula and the Danube, France will have to abandon the effort. If France is compelled to abandon her present policy German domination of Europe east of the Rhine and the Alps is almost inevitable. But Italy and Britain are agreed in opposing French policy, and the United States is certain to do nothing to support the French beyond the immediate claims upon Germany for reparation for devastations during the late war.

Meantime the Austrian question deserves an attention it is not receiving on this side of the water. If Germany can acquire the Austrian state she will still have won the war and taken the first long step toward restoring that empire which was hers when she lost the second battle of the Marne.

As a consequence of her defeat, of the sufferings and burdens which followed, German war spirit is likely to decline rather than increase in the next few decades. But the immediate German minorities in Polish and Czecho-Slovakian territories and the annexation of Austria, are not likely to be abandoned by any generation of Germans, however pacific in spirit. In any event, reading German history in the last half of the nineteenth century, German policy in the twentieth is not hard to forecast. Economically Germany still has hard days ahead, politically her sky is clearing.

Germans Working Hard Says Sir Philip Gibbs

(Continued from Page 12)

exist on 750 marks a month, less 10 percent income tax?

ONE OF MANY MYSTERIES

Still more surprising is the question of how hundreds of thousands of people of that class—clerks, shopgirls and so on—find margin enough to go to theaters, dance halls and beer gardens night after night.

The other evening I went to Luna Park, the great joy garden in Berlin. It is a wonderfully fantastic place, painted like a futurist nightmare and with an immense open air restaurant holding 50,000 persons in a series of terraces overlooking an arena where there is a nightly show of fireworks. Every place was taken. All these families or single couples were spending anything from five to fifty marks or more in refreshments and fun—riding in flipflaps and wiggly woggles, in taking tickets for lotteries, in peeping into sideshows with separate entrance fees.

I asked a German woman: "Where do these people get their money?"

She said: "Frankly, it surprises me, but you will see that they are not well dressed and that they make a little money go a long way."

It is true that all the girls were cheaply dressed in thin summer frocks, but they were neat and clean. Another said that for the families where all the members are working and well and are pooling their resources there is margin enough for such an evening's pleasure. Life is hardest for single girls or men without families to help them, she said.

CARE FOR GENERAL'S WIFE

Her own case was an example. She is the wife of a German officer killed in the war and has a little boy 7 years old. A clerical job gives her 750 marks monthly, less 10 percent income tax. But for the charity of friends she couldn't dress decently or feed her boy.

For the working man, the laborers and mechanics, life is not luxurious but not intolerable. I find it works out to a simple sum of arithmetic. Wages have gone up seven to eight times and the cost of living ten times compared with pre-war conditions. Among the professional classes, like doctors, teachers and civil servants, salaries have increased only four to five times, and the cost of living is therefore a dread balance against them.

All this is due of course to the depreciation in the paper mark, now worth two cents instead of twenty-four. On the east and north sides of Berlin are still thousands of ill nourished children in spite of the immense work of American international charity, and hundreds of thousands of children have been stunted since birth by the war conditions. They live in overcrowded rooms, where decency and cleanliness are impossible except by heroic effort, and woe betide the German families of war broken men or the men who lose their jobs.

With work it is hard to live, without work the hunger wolf leaps with hungry jaws. In the main streets of Berlin one sees no sign of that misery, and the only thing that shocks one with distress is the large number of maimed, blinded and shell shocked men still in their tattered field gray uniforms holding out palsied limbs for charity from passers-by.

Well, that's another side of the picture which must not be left out of the account. But weighing all evidence without sentiment or prejudice and relying upon one's own observations even more than on expert information, it seems certain that the German people as a whole are recovering steadily from war conditions and are ready to face even the new and immense burden which now has been laid on them by the treaty obligations with some hope and even real optimism regarding their industrial recovery.

They are prepared to give the world the most colossal example of industrial energy ever seen. I think they will, and I am not at all sure that the world will like it. In order to pay the indemnities they will have to increase their exports at least five times. Many of them, including men like Philip Scheidemann, with whom I had a long talk, believe it is possible on two conditions, namely, that their industrial strongholds of Westphalia and Silesia are not taken from them and that the world in its own interest will aid them with credits and encourage their industrial development.

An hour spent in a big department store like that of Wertheim is worth more as an object lesson in German industrial and commercial possibilities than rolls of statistics. China, glass, cutlery, fancy goods, all kinds of kitchen utensils and manufactured goods for household and daily use are not only admirable in quality—the made in Germany myth must not be exploded—but reckoned in foreign exchange for export purposes amazingly cheap and beyond all competition in the United States and Great Britain.

READY TO BE DUMPED

With the low mark and low wages these goods will invade all the world's markets. When they can make safety razors of excellent quality for 18 cents, as they are doing, no tariff will keep them out.

They are saving 1,800,000,000 gold marks annually on their army and navy. That goes some way toward wiping out their annual tribute of 2,000,000,000 gold marks this year and next. By restriction of all imports except raw materials and all luxuries they will make great savings. By immensely increased activity and efficiency, organised by big trusts and supported by trade unions, they will be in a position to drive forward into the world markets, with enormous chances of commercial development in Russia.

It is not an easy game for Germany. It is a policy of desperate endeavor and of a heroic kind among the working people, who must labor hard and long to fulfil this hope. It is merely folly to believe that the German wealth is sufficiently great now to meet her obligations. She must create this wealth.

Everywhere I find among German people, high or low, a firm resolve to pay what they have promised if it is humanly possible. All but the Junkers, who are sulking in their castles, have abandoned the militaristic philosophy. Among the working classes it has disappeared, at least for the present generation, unless France goads them too savagely, and I notice that German children never play soldier games as they used to.

GERMANY'S NEW SPIRIT

There is a new spirit in Germany. It is economic enthusiasm, with peace and labor as its conditions. They will show the world what German genius can do in industry.

One thing perplexes me. It is certain that Germany can pay her indemnities only by enormously increased exports, but if they are increased to that extent won't they ruin the commerce of other nations? It is a devilish dilemma, for which as yet I can see no solution.

I see another strange thing. I see a people braced and energised by defeat, whereas the victor nations like England have slackened into listlessness.

Josephine's Stolen Necklace A Myth

Paris is being entertained with a pretty story of an amber "love-collar" which Napoleon gave to Josephine—a collar which was stolen from the Louvre twenty-five years ago; for which the French Chamber of Deputies offered a reward of $150,000; for which French detectives scoured the world; which two Americans bought for $25 in the Chinese quarter of San Francisco, and which Tiffany's of New York brought for 85,000 francs to give it back to the French Government.

But, pretty as it is, the story has holes in it. In the first place, the Louvre never had such a collar in its collection. In the second place, the Chamber of Deputies never offered any reward for it, and in the third place the French police, French officials and French experts never heard of such a collar.

The story was received recently and published at its face value as it came from New York. The Paris newspapers at once started an investigation.

The Figaro says the tale is one of the prettiest it has ever heard, but adds:

"However, neither French antiquaries, nor the French police, nor the French newspapers have any information about this famous collar, so well described from America. We have interrogated at least twenty persons—police officials, directors of our museums and experts on Napoleonic memories. Not one of them ever heard of this famous robbery from the Louvre. We went through all the newspaper files for twenty-five years and had no better luck. We do not say that Napoleon never gave Josephine the necklace, but they know more about it in America than we do in France."

The Matin sent a representative to see M. Mignon, Director of the Louvre, who said he had never heard of the amber necklace, and certainly it was never in the Louvre. After a search of the records of the Chamber of Deputies the Matin says that no reward was ever offered for the recovery of Josephine's collar.

Excelsior's investigation took its reporter to see Henri Verne of the staff of the National Museums, who said:

"Josephine's collar was never stolen from the Louvre for the good reason that it was never there. Nor in our archives is there any mention of any such piece. I do not say it does not exist, but we know nothing about it."

Jean Bourguignon, custodian of Josephine's home at Malmaison, was also without knowledge of the necklace.

"This necklace story looks like a canard," he said.

Excelsior asked for information from the Paris branch of Tiffany's but could get no news of the restoration to the Louvre of an amber necklace which it had never lost.

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Health, Beauty And The Home

Summer Screens

By Mrs. Christine Frederick,
The Distinguished Authority on Household Efficiency.

I RECALL one Summer during the war when I was speaking in behalf of food conservation and travelled in ten different States. Among many notable inconveniences I met was the lack of screens, which permitted the flies and mosquitoes and June bugs to pour into my hotel room. Not until this trip did I realize the great blessing that screens are in our homes and the importance of more thorough screening during Summer.

The distressing thing to the householder is the fact that wire screening rusts so badly that the material has to be renewed almost every year. Also the cheaper screens which slide from right to left are often badly made and do not keep insects out.

For the owner of a home it is always the wisest plan to have screens specially made to fit windows and doors and to use only the best netting. There is a choice of several kinds of netting—copper holding the first place in wearing qualities. There is also just this year put on the market a screen of special metal, which is guaranteed rust-proof and will last some twenty years even in a damp locality. Nothing is more hard on screens than salt air. Therefore in localities that are near the ocean the new metal screening should be used instead of the ordinary wire which rusts and quickly falls apart.

Copper screening is almost as wearproof as this new metal and has a high-class look. It is particularly effective on doors and or screens opening outward as casements.

Screening a porch is a difficult problem. It is never wise to tack netting directly to the porch supports, because it is impossible to remove in Winter or bad weather, and one Winter will do the screen more damage than five Summers. It is essential that all porch screens be easily removed. The first cost is much greater, but there is not the expense of continual repair or replacement as there is when netting is permanently fastened to window or porch. By having the screens movable they may be kept in a warm, dry place when the season is over.

Before screens are put up for the Summer give them a coat of good varnish—the waterproof kind such as is used on boats. By keeping the screens oiled while in storage, which can easily be done by wiping occasionally with a cloth dipped in kerosene, further protection is insured against rust.

The best screens are made by preparing a flat 1¼ inch wooden frame and fastening the netting to this by means of a narrow moulding which insures a neat appearance. Also, it is very easy to remove the moulding and insert new netting when necessary. By having snap catches and eyelets any screen may be hooked firmly in place and yet will be easy to remove.

Many upstairs porches may be made into excellent Summer playrooms for young children if they are only screened in. Other porches, even downstairs, may be quickly converted into Summer sleeping quarters by enclosing with netting. Indeed, the porch or veranda which is not screened loses 50 per cent of its usefulness. Screens should be made at the time the house is built and they should be well made of the very best netting. It is a mistake to use fabric or mosquito netting, because it will not stand up under the wear and the damp.

Painting the screening will make it wear longer, but the effect on the eye is unpleasant, as the paint partly obscures the netting and makes it less easy to see through. If you do paint do it with the waterproof varnish already mentioned.

In the case of porch screens always have the panels supported firmly enough so that they will not "bellow" in a bad wind. A too broad expanse of netting is always dangerous because the wind will surely make it bend, and thus break the small wires of which the netting is made. Thirty inches is sufficiently wide for any panel.

The slide screens are a poor investment to the permanent house owner, because they are never really firm, nor do they ventilate thoroughly. The place where a window really needs to be opened is at the top, and consequently the all-over screen is much more desirable than the small one which covers only the bottom of the window.

Screening a porch well will often make it unnecessary to screen the windows which open on that porch. This is a good plan when providing for a kitchen porch, because if the porch surrounding the kitchen is well protected the kitchen window will not need individual screens, which keep out considerable light and air. But because of the cooking odors and the presence of food the kitchen is the one room which must be made flyproof.

Many homes in the country will still find helpful the old-fashioned "screen closet," a kind of pantry with screen doors. This cabinet or food closet may well hold many articles of food of a not too perishable nature which it is desired to keep from insects and well ventilated. It may be kept in the cellar, on the back porch or in the kitchen itself. Any handy man can construct such a cabinet at the cost of only a few dollars.

Famous Beauties of Stage and Screen—INA CLAIRE.
(Photo by IRA L. HILL'S STUDIO.)

Refrigerators have come to such a high state of perfection that we seldom use the dish covers of wire netting that were once so common. However, in sections where flies are very troublesome a half-dozen of these covers are very useful for covering dishes of foods which do not need to be kept at a low temperature, but merely away from contamination.

Several excellent types of large outdoor fly catchers are made. If one of these is kept in the yard, near a back entrance or near a cesspool, it will greatly lessen the fly evil. A device of this kind will catch thousands of flies if well baited.

A book every housewife should have is "The Principal Household Insects," issued as bulletin No. 4 by the United States Department of Agriculture, Division of Entomology. This little book, which may be obtained for a few cents, not only gives a thorough list of methods to be employed in combatting the fly, but also explains how to prevent or stop the ravages of bedbugs, cockroaches, mosquitoes and all other insect pests to which we are liable.

"Locking Up" Your Face

By Lina Cavalieri,
The Most Famous Living Beauty.

ONE evening after the opera I called on a friend to beg her to go out to supper with me. I was summoned to her boudoir and she said: "I sent for you, my friend, to show you that it is impossible to go with you tonight. As you see, my face is locked up."

I looked at her amazed. She had, indeed, the aspect of one who was looking out at the world from behind prison bars. There were bars across her forehead, bars above her upper lip and beneath her lower one. There were longitudinal bars at the corner of her right eye and curved ones at the corner of her left.

Upon expressing my astonishment at her appearance she unfolded to me a plan so clever that every woman should follow it now and then if she is over thirty and afraid of the tell-tale wrinkles that are sure to come.

She first locked the face in its prison and inescapably, because the jaw has a wretched habit of drooping, and the muscles that are no longer youthful of sinking during sleep.

By locking in the face she held the muscles steady and kept the jaw in place—both most desirable states. For if the jaw drops the mouth opens, and thus the gates are let down to an invading host of germs; the throat grows dry and inevitably the voice becomes shrill or harsh.

Locking up the face with the muslin bandage forces the nose to do its proper work of supplying the fresh air to the lungs, fresh air cleansed for the purpose, instead of being taken with all its burden of impurities directly into the lungs and thence into the blood.

Moreover, the cell of muslin locks in the muscles of the chin and lower cheek that would otherwise droop in a fleshy face, forming the disfiguring and aging "jowls" so dreaded by the woman who would preserve her youth, or, at least, its semblance.

Many persons frown in their sleep. My friend put the muscles of her forehead in prison in punishment for that bad habit. Stretching the skin above and between the eyebrows taut, and holding it tight by a pressure of thumb and first finger she put three bars upon her face.

The three bars were horizontal strips of court plaster placed firmly across the forehead and holding it well in place. That effectually prevents any frowning during the night.

The habit that is counteracted for a third of the twenty-four hours will make no serious inroads during the rest of the time, when the intelligence mounts guard as jailor at the cell of beauty. At night this jailor, having to be absent, it is as well to lock in his prisoners for the hours of his absence.

Holding the skin taut, again with the thumb and first finger, just beneath the nose, the strips of court plaster are pasted over that bad habit region of the face. So with the continuation of those lines around the cheeks and lips.

The crow's feet, those lines that form at the outer corners of the eyes, also require frequent imprisonment. If the wrinkles there formed by laughter are diagonal the strips of court plaster are arranged cross-wise, first stretching them across the skin in the manner I have described.

If, as occasionally happens, the lines formed by laughter reach well down into the cheeks the strips of court plaster should be curved inward toward the nose.

The effect of these cell bars on the face is indescribably funny. And it is a brave woman, or a trusting friend, as is mine, who will reveal herself to any one while she looks thus. But it is an admirable means of holding up tired or lazy muscles and prevents the unconscious deepening of the lines.

Before locking up the face this astringent lotion may be applied with a sponge or absorbent cotton to tighten up the flaccid skin: Rosewater, 3 ounces; elder-flower water, 1 ounce; tannic acid, 5 grains; tincture of benzoin, ¼ ounce.

A similar effect can be secured by the use of this face cream, which serves to feed the dry or relaxed skin: Lanolin, 45 grams; oil of sweet almonds, 30 grams; tannin, ¾ gram.

This can be made at home by heating the oil of almonds and the lanolin in a double boiler. Do not let the mixture reach the boiling point. When you are ready, stir in the tannin thoroughly while the mixture cools.

Another strong astringent that may be left on the face, if it needs to be tightened up, is made up of one ounce of honey and one ounce of pure lemon juice.

While locking up the face lock out all unpleasant thoughts from the mind. For you must know that the unconscious thoughts as well as the conscious ones write themselves indelibly upon the face.

WHAT IS LOVE?

Answered in Various Ways by Men and Women Whose Opinions Are Worth Having.

I CALL Love a discerning of the infinite in the finite, of the ideal made real.—THOMAS CARLYLE, famous English philosopher.

LOVE is divine. It is the joy of Heaven to earth come down.—CHARLES WESLEY, brother of the founder of Methodism.

THE passion we call love is the great purifier and refiner of humanity.—WALTER M. GALLICHAN, author of "The Psychology of Marriage."

LOVE is everything. It is the key to Life, and its influences are those that move the world.—R. W. TRINE, author of "In Tune with the Infinite."

LOVE is the crown of life, and the things which the fresh, unspoiled spirit of youth spontaneously loves are surely good as well as beautiful.—PROF. EDWARD DICKINSON, of Oberlin College.

LOVE is not getting, but giving; not a wild dream of pleasure and a madness of desire—oh, no—love is not that! It is goodness and honor and peace and pure living—yes, love is that, and is the best thing in the world.—HENRY VAN DYKE, American poet and essayist.

LOVE is merely a madness; and, I tell you, deserves as well a dark house and whip as madmen do; and the reason why they are not punished and cured is that the lunacy is so ordinary that the whippers are in love, too.—WILLIAM SHAKESPEARE.

WE learn to stand and walk, to speak and read. No one teaches us to love; this belongs to us as our life. As the heavenly bodies attract, incline to one another and are held together by the eternal law of gravitation, so heavenly souls lean to and attract one another, and are bound together by the eternal law of love. A flower cannot blossom without sunshine and a man cannot live without love.—MAX MULLER, the German philosopher.

LOVE is the beginning, the middle and the end of everything.—J. B. H. LACORDAIRE, celebrated French divine.

THE love instinct is the central problem of life, the very source and motor of existence.—WALTER M. GALLICHAN, author of "The Psychology of Marriage."

LOVE is the greatest of all joys—the greatest of all influences—and the state of being in love is the greatest of all happiness.—ELINOR GLYN, famous English novelist.

LOVE! Love! The secret of the good God which does not easily give itself up—the soul, without which nothing is understood.—GUSTAVE FLAUBERT, famous French novelist.

LOVE is something more than the sum of all its elements—a palpitating, quivering, sensitive, living thing. By synthesis of all the virtues men can make virtue, but they cannot make love.—HENRY DRUMMOND, author of "The Greatest Thing in the World."

ONLY the mind that loves can think strongly. When one loves, one understands. The devil may know as much as God, but God loves and the devil hates, and hate is blind. — DR. FRANK CRANE, well-known clergyman and writer.

ART and philosophy have revealed the sublimity, the beauty, the ecstasy, and the torment and tragedy of love. And now science is teaching us that this passion is more complex, significant and profound than the greatest poets and thinkers of the past ever divined. For this supreme energy is not solely the stimulus to love between the sexes and to the continuance of the race. It is the source of socialized living, the origin of most moral codes, the basis of altruism, the motor-force of the highest human activities, and the spring of exalted conduct.—PROF. WALTER M. GALLICHAN, author of "The Psychology of Love."

Field-Picked Hat Ornaments

By Alice Law.

JUST a little cleverness will do wonders these days. Take the matter of trimming a hat, for example. The milliner will do it at a price. But why bother to pay the milliner?

Of course, there is the "know how." But many a woman who chooses to deem herself helpless as regards such problems would discover, if she would really try, that the "knack" is not so difficult to acquire.

Besides, there are lots of things utilizable for the purpose that most folks do not think of. Let us mention one.

The common thistle of the fields—deemed a very objectionable weed by the farmer—is a thing of beauty in disguise. Take off its green coat and it transforms itself into an exquisite ornament for a hat.

Don't you believe it? Well, then, pluck a thistle, and, beginning at the bottom, remove carefully its green coat, taking care not to break the silky treasure inside. Pull out the purple flowers, one at a time, and what you have left is a mass of delicate white tissue resembling in form a shaving-brush.

When this has been hung up for three or four days to dry it expands quite hugely. If it be a Canadian thistle the silky mass is bigger than a baseball.

It is, however, hemispherical in shape; and at the bottom still remains the thistle-stem, by which it may be fastened to the hat as a pompon, most decorative and stylish. In color the pompon is creamy white or, perhaps, tan-colored (depending on the variety of thistle); and in texture it is sufficiently solid to last for years.

Milkweed will serve a similar purpose for the adornment of a hat, but it must be handled differently. You know the plant, of course. It bears green pods, about four inches long, which contain a compact white mass of silky stuff.

The latter is much more beautiful in texture and gloss than the "stuffing" of the thistle. It is, in fact, one of the most exquisite of vegetable substances; and the marvel is that important industrial uses should not already have been found for it.

But never mind that. You take the silky stuff out of the pod, twist it with a fine wire (piece by piece) around a coarse wire, and presently you have a lovely pompon for your hat. No professional milliner can furnish at any price a thing more charming.

You know the dandelion. If you dissect a fresh one you will find within it a little cup that contains a bunch of fluff. When the flower has become ripe this fluff assumes the form of a ball rather curious to see. The silky filaments of which it is composed (being so light as to float in air) act as parachutes, carrying the attached seeds far and wide.

Exactly the same function is performed by the silk of the thistle and the milkweed. These, like the dandelion, are the aviators of the vegetable world.

Household Helps

Washing Lace.

SOAP should never be rubbed directly on lace and only a neutral soap should be used.

Laundering Pongee.

PONGEE silk may be successfully ironed by drying absolutely and then ironing with a warm iron on the wrong side.

Tea and Coffee Stains.

BORAX sprinkled on tea and coffee stains before placing in cold water often hastens their removal.

Using Old Stockings.

A PERFECTLY clean piece of an old black cotton stocking is just the thing for applying a cleaning fluid to any dark material.

Appetizing Menus for the Week

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*
Stewed Dried Fruit, Hominy, Lyonnaise Tripe, Muffins, Coffee.	Oranges, Boiled Rice, Broiled Ham, Biscuit, Apple Jelly, Coffee.	Baked Rhubarb, Oatmeal, Poached Eggs on Toast, Coffee.	Stewed Prunes, Fried Mush, Eggs with Fine Herbs, Graham Muffins, Coffee.	Baked Apples, Cereal, Salt Mackerel, Mashed Potato Cakes, Rolls, Coffee.	Grapefruit, Cereal, Frizzled Beef, Sally Lunn, Coffee.	Cantaloupe, Whole Wheat Mush, Baked Bacon, Muffins, Coffee.
Luncheon	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Dinner*
Sliced Veal Loaf, Potato Salad, Toasted Muffins, Pear Preserves, Tea.	Potato Croquettes, Lettuce and Bean Salad, Tapioca Cream.	Scalloped Clams, Rolls, Fruit Salad.	Asparagus Baked with Cheese, Reheated Rolls, Molasses Cup Cakes, Tea.	Cream of Potato Soup, Deviled Egg Salad, Tea.	Salsify Patties, Currant Jelly, Banana and Chopped Peanut Salad, Tea.	Stewed Chicken, Boiled Rice, Peas, Dressed Spinach, Sponge Cake with Strawberry Whip.
Dinner	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Supper*
Cold Roast Lamb, Potatoes in Cream Sauce, String Beans, Cabbage and Green Pepper Salad, Berry Trifle.	Julienne Soup, Boiled Beef Tongue, Turnips, Potato Apples, Radishes, Chocolate Pudding, Coffee.	Cold Boiled Tongue, Delmonico Potatoes, Walnut Catsup, Green Peas, Deep Apple Pie, Cheese, Coffee.	Roast Veal, Boiled Potatoes, Beet Greens, Tomato Salad, Apple Souffle, Custard Sauce, Coffee.	Steamed Halibut, Egg Sauce, Green Peas, Dandelion Greens, Buttered Noodles, Fruit Gelatine, One-Egg Cake.	Spiced Beef, Mashed Potatoes, Spinach, Radishes, Dessert Puffs, Lemon Sauce.	Chicken Sandwiches, Radish Sandwiches, Cup Custards, Tea.

Tested Berry Recipes

By Mary Lee Swann,
The Well-Known Writer and Lecturer on Cooking.

Dried Berries.

WASH berries carefully and drain well. Spread in thin layers. Place in oven at 110 degrees Fahrenheit. Gradually increase the heat to 125 degrees during the first 2 hours. Then gradually increase to 140 degrees for 3 hours longer.

Raspberry Shrub.

PICK over, wash and drain 3 quarts raspberries. Add 1 quart vinegar to the berries and let stand overnight. Drain through double thickness of cheesecloth or a jelly bag. To 2 cups of juice add 2 cups of sugar. Boil ½ hour. Cool and pour into sterilized jars or bottles. Seal and use in preparing Summer drinks.

Raspberries with Currant Juice.

FILL jars with raspberries, shaking from time to time. Adjust the covers and rubbers and place in a steamer of cold water. Bring to the boiling point and boil until the fruit is steaming hot. Remove jars from steamer, fill to overflowing with a boiling hot syrup made with 1 cup sugar and ½ cup water. Add 1 tablespoon currant juice to each pint jar of raspberries.

Strawberry Jelly.

MIX 1 quart apple juice and 1 pint strawberry juice. After cooking about 20 minutes add ¾ cup hot sugar to each cup of fruit juice and cook about 3 minutes or until syrup reaches 218 degrees Fahrenheit on the sugar thermometer. Remove scum from time to time. Have sterilized glasses standing on several folds of paper in a pan of boiling water. Pour jelly into glasses and seal.

Gooseberry Relish.

PICK over, wash and drain 5 cups gooseberries. Add 1½ cups of chopped raisins and 1 chopped onion. Pass through meat chopper, put in large saucepan, and add 1 cup brown sugar, 3 tablespoons mustard, 3 tablespoons salt, ¼ teaspoon cayenne and 1 teaspoon turmeric. Add 1 quart vinegar, bring slowly to boiling point and cook gently 45 minutes. Strain through coarse sieve. Seal in sterilized bottles.

Sweet Pickled Blackberries.

DISSOLVE 3 pounds sugar in 2 cups mild vinegar. Remove the scum as it rises to the surface. Add 5 pounds of carefully washed and drained blackberries and cook gently until thick. Add 1 teaspoon each of ground cloves and ground cinnamon just before removing from the fire. Seal in sterilized jars. More spices may be added if desired.

Queen of Jellies.

STONE 1 quart of ripe cherries. Add to 2 quarts currants 1 quart strawberries and 1 pint raspberries and heat in a double boiler until the juice flows freely. Strain through double thickness of cheesecloth. Add 2 cups of strained apple juice. Boil about 20 minutes. Add an equal measure of sugar (heated in a slow oven) and boil until the syrup will jelly.

Sunshine Strawberries.

HULL, wash and drain strawberries. Arrange berries in a large kettle in alternate layers with as many pounds of sugar as berries. Set aside about ½ hour. When the juice has begun to flow cook for 10 minutes after the boiling begins. Turn the berries into large shallow dishes, cover with panes of glass and set in the sun. Let stand in the sun 2 or 3 days, stirring 2 or 3 times each day. Store in sterilized glasses. Seal carefully.

Canned Strawberries.

PICK over, wash and hull strawberries. Pack the drained berries into sterilized jars, shaking from time to time so that as many berries as possible may be put into each jar. For each pound of berries used allow ¾ pound of sugar and ¼ cup water. Boil sugar and water to a thick syrup, cool slightly and pour over the strawberries, filling each jar to overflowing. Adjust the rubbers and covers, but do not fasten the covers. Place jars on rack in steamer, surround with warm water and bring slowly to boiling point. Tighten the covers and boil 10 minutes. Allow jars to cool in the steamer. Store in a dark, dry, cool cellar or cupboard.

Closeup Views Of Russia's Dying Communism

Lenine's Latest Moves Leave No Doubt Of His Break From Bolshevism, In Minds Of Keenest Observers

Highlights on the Russian situation pregnant with interest to the whole world are herewith presented by Capt. Francis McCullagh, correspondent in Reval for The New York Herald, himself an expert on the affairs of Russia, who gives not only his own observations, but also vital facts and interpretations from many of the keenest and best informed men both within the boundaries of the Soviet republic and along the frontiers in neighboring States.

In brief, illuminating sketches he touches in turn on the latest results in Russia itself of Lenine's abandonment of the principles of Communism, the activities of the White Russians who have taken refuge in the Baltic States, the Japanese problem in Siberia and many other subjects of vital import.

BY CAPT. FRANCIS M'CULLAGH

Reval, May 5.—One of the most important questions to which the Government of the United States is at present endeavoring to find an answer is this: Is Lenine still a Communist? Many well informed Americans answer that question in the affirmative; but if the British Government permits its subjects to accept huge concessions in Russia and Lenine permits the British concessionaires to work those concessions on capitalist lines, Lenine can no longer be described as a Bolshevik. Now this is exactly what is happening. So at least say all the non-Bolshevik Russian newspapers published outside Russia, and those newspapers are more likely to know the real state of affairs in Moscow than any foreigner.

The editors of these newspapers are Russians who understand Russian conditions thoroughly and who receive an immense amount of information about Russia not only from the Soviet newspapers which they are receiving daily, and which they know how to read better than the keenest American expert in Muscovite affairs, but also from letters written by well informed friends of theirs in Russia which are smuggled across the frontier every day, as well as from the many non-Bolshevik Russians who are continually finding their way into western Europe.

Lenine's White opponents, while assuring their own people that Lenine has sold Russia to English capitalists, are at the same time assuring the English capitalists that Lenine is unchanged, that he is more a Communist than ever and that the raw material which he intends to ship to England will consist largely of arms and Bolshevik literature for English Communists. Many of Lenine's unconverted colleagues will certainly try to do this.

* * *

The object of the White Russians is, in fact, clear: They want to scare English capitalists from going any further and American capitalists from coming in at all for if the American capitalists come in the case of the White Russians would be hopeless for years.

* * *

Whether she likes it or not, England will find herself by and by in the position of opposing for her own interests any change in the Russian *status quo*, that is, in the Bolshevik dictatorship at Moscow. Englishmen may violently dispute this indication of the inevitable trend of their Government's Russian policy, but this is undoubtedly what that policy will lead to.

The anti-Bolshevik Russian editors, most expert of observers, are unanimous in saying that Lloyd George has virtually made a bargain with Lenine for the exploitation of Russia by English capital and that Lenine has tacitly agreed to drop Communism so that this exploitation may take place.

* * *

The Bolsheviks complain of Japan's policy in the Far East. They say that the Japanese Admiralty is hurriedly carrying out their naval program, confirmed last year, and is paying particular attention to the increase of the naval force in Chinese waters.

In the town of Alexandrovsk in Saghalien all Russian establishments have been shut and the streets have been given Japanese names. Trade is carried on only by Japs, and the Russians are prevented from even talking politics. Japanese warships overawe the place. In a short time we may see the yellow race practising the gunboat policy on the white men who were so ready to practise it at their expense fifty years ago.

* * *

One of the White Russian newspapers recently carried a small news item more important than all the mass of rhetoric that might be quoted from them. The item is headed "Capitalist Help," and reads as follows:

"The contract for supplying bread to Petrograd and Moscow has been given to the great bakery firms of Bashkirov and Philippov. Philippov several times offered to undertake to supply bread to the two capitals, but up to the present that Soviet Government had always refused to accept the offer."

Now if Philippov and Bashkirov are allowed to open their shops again—no matter how many Communist mottoes they are compelled to hang on the walls—it will be useless to assert that Bolshevism, as the word is generally understood, has not ceased to exist.

* * *

The White Russians, who ought to understand what Lenine is about better than any non-Russians, are convinced that Lenine's surrender to foreign capital at the Tenth Communist Congress marked the end of Communism in Russia. That was the view The New York Herald took editorially on March 20, though every other newspaper in the world insisted that Communism had not been abandoned. Not a single issue of any Russian paper, White or Red, has been published since that does not contain some confirmation of The New York Herald's dignosis of the tremendous change which has been made.

Lenine may remain, and all the Bolsheviks may remain, but they will no longer be Communists; they will simply be an oligarchy in a capitalistic State.

Most of the quarrel between the Bolshevik "ins" and the non-Bolshevik "outs" (the latter all of them outside Russia) now centers on the accusation that the Reds are selling Russia to foreign capitalists. The Whites feel like dispossessed but rightful heirs watching an unscrupulous trustee squandering their money, and though they are horrified at the trustee's badness of character, they are mostly thinking of how little money will be left them to spend when they get the bad men rounded up. This does not apply to all the White Russians, of course; there are many disinterested and high minded men among them.

* * *

A side from the granting of concessions to foreign capitalists, the great objection of the Whites to the Soviet Government is the splitting up of Russia into various Soviet republics. Though the Whites cannot frankly say so, enjoying as most of them do, the hospitality of States which have been carved out of the Russian Empire, they object to the independence of them all, excepting perhaps Poland, which, if they had their way, they would greatly reduce in size. Their restoration, therefore, would mean an immediate row all round, from the Caucasian States through Poland, the Baltic republics and the Ukraine, to Finland. They would have trouble with Japan, China, Persia, Turkestan and Rumania (on account of the annexation of Bessarabia) and would probably wind up by an alliance with Germany.

* * *

The White Russians in their home policy would not be so much better than Lenine's present revised policy as to counterbalance the upheaval caused by the change of government. The Mensheviks and S. R.'s are not, after all, so far removed from Bolshevism, especially as Lenine now has shifted his ground so that he stands almost on the S. R.'s platform. Moreover, they are weak and divided.

* * *

Most of the Bolsheviks are tyrannical, corrupt and incompetent, but it would be a mistake to imagine that if they were overthrown today a sufficient number of able Russian statesmen, bureaucrats, engineers and professors could gain power to put Russia on her feet again tomorrow, that the transport difficulty would be instantaneously solved, that peace would be restored, that a Constituent Assembly would be freely elected and that the whole machinery of State would start working harmoniously.

* * *

A general amnesty in Soviet Russia would do more to give the outer world confidence in Lenine's administration than all his other measures designed to convey the impression that he is a reformed character and a new man, and Americans in particular would be favorably impressed by the release of Mrs. Harrison of the Associated Press and Mr. Keelet, the American engineer, who has now been a year in jail. There is no sign of such an amnesty being accorded yet at Moscow, but subsidiary Communist governments are granting it.

* * *

There seems to be a general reaction against blood letting in Russia. The Reds now put to death far fewer people than a year ago, and the Kronstadt mutineers did not execute a single one of the Commissars who fell into their hands.

* * *

There is a possibility that the salvation of Russia may begin at the outskirts of that vast country and work gradually inland. A lot of British and American money is being expended in the Baltic States and the results of capitalistic organisation there may be such an object lesson to the Russians that they will be tempted to imitate it. Many of them will work in the Baltic factories, and afterward move into Russia to work there and tell their comrades how much more satisfactory all round are western industrial method.

* * *

Already on the outskirts of Bolshevism there are signs of returning sanity. Armenia has decreed a general amnesty, and Siberia has abolished the death penalty. Bolshevism in the Far Eastern republic is very mild compared with Bolshevism in Moscow. Vladivostok is a free port; and if American capitalists began working inland from the Pacific they might influence profoundly the whole course of Bolshevik development. There Japan is, however, a disturbing factor. She may object to any concessions there that are not given to Japanese; and her presence on the Pacific only helps Bolshevism.

The sooner Japan gets out of Siberia the better, for her only object there is to benefit herself and weaken Russia.

* * *

The Russian papers, in which the Bolshevik Tsar is universally twitted on having gone capitalist, generally quote phrases from his Tenth Congress speech, such as the following:

"Governmental capitalism."

"We are founding a State where the peasantry may establish a huge Socialist industry."

"Concessions in the shape of Capitalism don't scare us."

One White Russian paper says that "Lenine does not seem to be aware how rapidly he is shifting from that Communist standpoint where so many thousands of Russia people were buried to the glory of Communism. There will be hundreds of thousands of fresh graves dug for Russians at the command of 'Government capitalism,' presided over by gentlemen from the business houses of London city. They will be well guarded at their work, and they will work for the glory and prosperity of their masters, the millionaires of the world. And all this anti-national anti-Socialist, Leninesque Jesuitism protected from the nation's wrath by Red soldiers and armored trains has for its object not the salvation of the working masses from hunger and cold but the strengthening of Lenine's power."

* * *

Better than all rhetoric is the fact announced by the Bolsheviks themselves in their official paper, the Izvestiya, that the Supreme Council of National Economy decided not to nationalise the textile works of the Dnyeprovski factory in Dubrovka Gomelskoi Government. If Lenine nationalises some factories and lets others alone his efforts to end Bolshevism will soon be crowned with success.

* * *

The Posledniya Izvestiya (Latest News), an extremely anti-Bolshevik newspaper published by the White Russians in Reval, thinks Lenine is abandoning his whole Communist program. It cites the following instances of his retreat:

Partial free trade and the disappearance of the town guards who prevented it.

Permission of free movement with the result that the bagmen going from the towns to the villages are more numerous than ever.

Abolition of the regulations confining workmen to special factories.

Appeal to non-party men to share in the Government.

Abolition of requisition of food products and substitution of tax in kind.

Many other oppressive regulations have been relaxed.

The same paper then quotes a number of declarations which have recently been made by Lenine, but which might very well, it says, have come from the mouth of Prof. Milyukov (who is as far removed from Bolshevism as is Winston Churchill). Some of these declarations of Lenine's follow:

"The Communists who imagine that in the course of three years we can completely overthrow the old social order, the work of centuries, are naive dreamers. New cen-

(Continued on Page 16)

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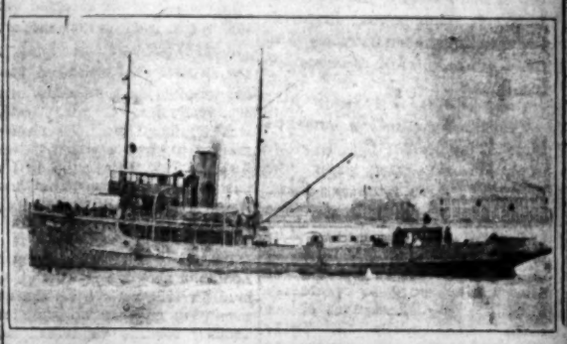

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Closeup Views Of Russia's Dying Communism

(Continued from Page 15)

turies will be necessary in order to build up a new economic system."

"Change your policy or resign power."

"Communism in Russia means a more varied distribution of jobs. Constructive work has been a complete failure."

"In Russia there remain only one class capable of competing with the proletariat: That class is the peasantry. Do you want savage war against your brothers, the peasants, or do you want to come to an agreement with them? So far as I am concerned I am in favor not of war, but of an agreement with them and the concession of their just demands."

"Moscow has become a city of Soviet officials; and as 113,000 of these officials are young Bolshevik ladies, I think we might as well call Moscow simply 'the capital o. Bolshevik young ladies.' For every two men doing administrative work there are more than five supervising them."

* * *

The latest melancholy quotation is not from Lenine but from another Bolshevik chief, Larin. The Petrograd Pravda, Zinoviev's organ, says: The discontent of the peasantry has grown day by day, hour by hour, until at last it threatens the very existence of the republic. The small bourgeois peasantry shook the very foundations of the State. Consequently the Tenth Communist Congress resolved to make concessions to the peasantry, to give the peasants a respite in their small economic system. It is not indeed the fault of the peasants that the world revolution is delayed and that they are not keeping in step with the revolutionary vanguard represented by the Russian Proletarian-Communist party. . . . These heavy times tell hard on the many millions of middle class peasants and have proved too much for them. They must get a breathing space and a respite. . . . We ought not to shut our eyes to the bad side of the retreat we have made. We have made this retreat deliberately in the name of the greatest, the most important thing of all—the preservation of political power in the hands of the working classes."

* * *

One of the foreign representatives in the Baltic States recently said to me. "Though the American Government is not keen about resuming trade with Russia American merchants are very keen indeed."

It might well be added that Americans are also interested very much in the new countries lying on the confines of Russia, though some of these countries are nearly as socialistic as Russia itself, and though nearly all the arguments urged in America against Russo-American trade applies with equal force to the Baltic States.

These countries, furthermore, have nothing to trade with, their finances are in disorder, and nearly everything has been nationalised—the forests, the railways, the mines, etc. Their governments are in some cases as unstable as that of Lenine. A change of cabinet in some of them and a victory by the Socialists at the polls might lead to the nationalising of foreign factories just as at the moment when Lenine is proposing to denationalise foreign factories.

* * *

Stockholm is becoming a regular storehouse for Bolshevik gold destined for America, though there is no reason why America should not take that gold directly, for it amounts to the same thing. Not that I criticise American business dealings either with the Baltic States or with Russia, for the introduction of trans-Atlantic capital will only serve to stabilise all these countries.

Poland and most of the Baltic States are economic impossibilities unless Russia is prosperous and orderly. The need for Russian supplies is very great, but the present productivity of the Russian peasant cannot yield an exportable surplus on the pre-war scale.

* * *

Last year the Swedes received nineteen tons of Russian gold, of which three and one-half tons was in the form of money. At present seventy tons have been received, and if the Soviet Government continues to export its gold at the present rate it will have exported at the end of the year about 200 tons. As 1,000,000 gold rubles weigh 860 kilograms, Sweden received during the last four months more than 71,000,000 gold rubles. Last year the Swedish banks changed Russian money (gold) to the amount of 600,000,000 crowns. Of this, 200,000,000 went further and 200,000,000 remained to pay for orders placed in Sweden. By this time this sum has doubled in size. The money which went further went mostly to America.

* * *

Despite the conversion of Lenine, a good many Russian Communists still believe in the world revolution and are working for it. Trotzky recently expressed regret about the failure of the Triple Alliance strike in England and of the recent Communist attempt at revolution in various parts of Germany. These two failures would, he told the latest meeting of the People's Commissars, put back the expected world revolution for some time.

* * *

Dzerzhinsky, head of the Extraordinary Commission, is reported to have seized 70,000 copies of Lenine's Tenth Congress speeches as reactionary matter, but this is probably an invention of the White Russians. More serious, however, are the plans that have been discovered to carry out a Communist rising in the Balkan States. A great many arrests have been made in this connection in Esthonia, especially at Reval and Dorpat, among them a Member of Parliament and several town councillors. Trustworthy citizens have been armed, and when a Communist member asked in Parliament against whom they were being armed, the reply, given by a deputy on the Right, was, "Against the enemies of the country."

* * *

There are sinister signs in Latvia. The Lettish Social Democrat says that in the railway carriage which was bringing a Soviet delegation to Russia there were found concealed maps of the Latvian railways and bridges. Then there was the recent attempt on the life of the Latvian Premier.

* * *

A good deal of Communism has been discovered among the school teachers and in Socialist organisations made up of many young Esthonians of both sexes.

* * *

The Russian Soviet Government has announced a competition for design of a medal for Lenine's new order of nobility—"The Red Flag of Labor." The prizes are: First, half a million rubles; second, quarter of a million rubles; third, 100,000 rubles. This is another departure from strict Communist law, which doesn't recognise money at all and thinks that artists should work for the proletariat out of sheer love and a sense of duty.

* * *

Vanderlip was trying to get hold of Russian oil, and no doubt if the Standard Oil had gone to Lenine with a big proposition they would have got all the oil wells in the Caucasus and be able to ship off three-fourths of it without dealing with Bolshevik officials at all. Now the British have got it on extremely advantageous terms; and they will, it is said, be allowed to maintain a police force to guard the pipes all the way to the sea.

* * *

One of the heads of the American Red Cross recently told me that the Finns were talking of taking some Socialists into the Government, and said that if they had done so the American Red Cross would have cleared out of Finland.

* * *

The Soviet of National Economy has mapped out a plan whereby concessions given to foreigners will be worked in close connection with the general economic program of the Republic, and preference will be given to those concessions which will produce the most finished products. Concessions will be given in the regions which contain most raw material, and for the convenience of those regions railway and water transport will be arranged, ports constructed, etc.

* * *

The elections to the Moscow Soviet are over. Out of 1,668 elected there are 1,322 Communists, 321 non-party men and an opposition of 25. The elections were unfairly conducted. All of the Menshevik Central Committee were arrested and that rather threw the Menshevik machine out of action. At the electoral assemblies all candidates were bound to explain the platform on which they stood, and if the Bolsheviks did not like their explanations they arrested the forthwith, so that they failed to get elected, owing to "absence." In many cases Bolsheviks got themselves put up on the non-party ticket, only to join the Communist party after their election.

* * *

The shortage of bread and fuel is slight and insignificant in comparison with the disaster threatened by the shortage of paper in Soviet Russia, for Lenine will be unable to print so much paper money, and what is more important, to print as much propaganda matter as he wants. An edict has been published cutting down the number of copies printed by all the Moscow and Petrograd newspapers. The circulation of all the provincial papers is also cut down and a large number of them are stopped. A special commission has been nominated to see what they can do about buying paper abroad.

HE GAVE HIS BLOOD.

A Soldier's Battlefield Sacrifice

Much interest was aroused recently by an offer of £20 to any healthy person who would sacrifice a pint of blood to save a child's life. Blood transfusion is by no means uncommon, and there are many cases that are never brought to the public notice. One instance that recently came to light of a soldier who gave two pints of his blood to save a comrade's life is well worth chronicling.

The narrator, Private F. W. Warr, who now lives at 2, Wheatley's Cottages, Crewkerne, Somerset, England, had an interesting story to relate. He joined up in 1915, and went on active service just before Christmas, 1916. He was wounded no less than three times, and it was while in the 19th Casualty Clearing Station, France, after his third wound that the direct transfusion of blood took place.

Pte. Warr has in his possession interesting documents relating to the event. One from the Officer commanding the 19th C.C.S. states that he had volunteered as a dopor of blood, and gave two pints. Later Warr was sent to join the 3rd Somersets, and the commanding officer of that Battalion received from the 19th C.C.S. the following:—"I beg to inform you that No. 27709 Pte. F. Warr gave his blood for direct transfusion on October 30th, 1917, and thereby saved the life of a severely wounded comrade."

The story of Pte. Warr's experience should be interesting to sufferers from violent headaches, indigestion, nerve troubles, and rheumatism, which in almost every instance spring from one source—poverty of blood. When he first crossed to France, Pte. Warr began to suffer from racking pains in the head, which were so violent as to leave him in a collapsed state. In his own words, he "tried all sorts of powders but got no relief. "Then one day," he said, "a comrade told me of the value of Dr. Williams' pink pills, so I wrote and asked my wife to send me a supply. Upon taking them I obtained quick relief, and the pills completely restored my health. When I was wounded for the third time, and was asked to volunteer to give blood whilst lying in hospital I willingly decided to do so. I am very pleased to know that the giving of a quart of blood saved another soldier's life, and am sure that it was the result of taking Dr. Williams' pink pills that enabled me to give good blood and plenty of it. After giving the blood I was naturally somewhat weaker, but I was quickly shipped to England, where on arrival I got another supply of Dr. Williams' pink pills, and after I had taken these I felt myself again. They soon replenished my blood supply, and set me up in health."

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Business and Official Notices
(Continued from Page 24)

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CONCENTRATING NAVY IN PACIFIC

General Naval Board Recommends It, And Reorganisation Of Fleet Is Expected

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Washington, June 4.—Reorganisation of the American Navy soon is expected. The General Board of the Navy has recommended it and it is the understanding that the board has urged the creation of a single "major fleet" based permanently on the Pacific.

It is indicated, however, that, whatever plan is adopted by the Secretary of the Navy, the Atlantic will not be denuded of capital ships. Aside from the opposition that the stripping of the Atlantic of fighting vessels would arouse, the naval administration is said to be convinced that it would be poor policy to leave the eastern seaboard without protection even in time of peace. For one thing, the withdrawal of practically the entire fighting force of the navy from the Atlantic would mean the practical disuse of the large navy yards and other shore stations with their valuable dry docks and repair plants. It would also throw a tremendous burden on the Pacific Coast stations.

HOLD FLEET AS ONE

The proposal to consolidate the fleet in the Pacific is based on the belief of a very influential school of opinion in naval circles that a serious tactical error was committed when the naval forces were divided by Secretary Daniels into two practically equal bodies. Officers argue that the soundness of the policy of a united fleet was proved by the experiences of the World War, when Great Britain compelled the German forces to remain under cover. If the British fleet had been broken up into numerous sub-divisions, they assert, the Germans might have hoped to engage these smaller units with some chance of success, but as long as the huge fighting machine was kept intact, the German fleet remained helplessly bottled up in Kiel Canal.

The opposing argument is that the United States has two coasts to defend, and with the second largest navy in the world there are ships enough for both oceans while the Panama Canal allows combining the two or at least reinforcing either with a minimum of delay. The shore organisation necessary for supporting a fleet is expensive and complex and requires a long time for its proper development. With the whole fleet permanently based in either ocean, it is argued, the tendency inevitably would be to develop the naval bases on that coast to the exclusion of the other, thus producing a one-sided defense which might prove fatal in time of emergency.

Those who believe the fleet should be consolidated point out that the United States has nothing to fear from the Atlantic side while she has certain definite interests in the Pacific. In addition to Hawaii and the Philippines, to say nothing of Yap, the natural tendency of American commercial development, it is contended, is toward the South and West, and it is believed that the maintenance of an imposing fleet in the Pacific would immeasurably enhance the prestige of America there.

U. S. Aid Asked To Buy A Vermeer For Louvre

Paris, June 11.—American contributions are being sought by friends of the Louvre with which to purchase Vermeer's celebrated landscape "La Ruple," which has been the principal feature of a collection of six noted paintings in the Amsterdam Museum.

It was said today that as soon as it became known the French Government could not give the 2,000,000 francs necessary to make the purchase an anonymous American sent his check for 150,000 francs to open a fund. This is to be swelled by 1,000,000 francs now available from the Beaux Arts treasury for the purchase of paintings likely to increase France's artistic prestige.

The intention to purchase the painting, however, has aroused attacks from financiers, as well as some art lovers, who are pointing out that the Dutch owners are asking four times the price demanded before the war and are suggesting that it will be possible to purchase the painting for less than 1,000,000 francs as soon as the long awaited wave of lower prices arrives. Experts, however, are afraid that if France does not buy it now some German or Italian museum will take advantage of the opportunity to get the most notable example of the master's art.

CHINA-RUSS LINES TO GET SUBSIDIES

Japanese Government Makes Plans For 1922—Two Coasting Lines To Share In Support

Tokio, July 10.—The Department of Communications contemplates subsidising shipping services on the Yangtsze and in the direction of Kamchatka, beginning with the next fiscal year.

This year the Department has subsidised the Nikolaievsk line and the Sato line, and has also increased the subsidy for the Dairen-Saghalien line. The lines to be subsidised next year are the Ichang-Chungking line and the Kamchatka line. Besides two coasting lines, the Goto line of Nagasaki Prefecture and the Rito line of Kagoshima Prefecture are also to be subsidised by the Government.

On the Yangtsze the Nisshin Kisen Kaisha is maintaining services between Shanghai and Hankow and between Hankow and Ichang under a subsidy arrangement with the Government, but a service between Ichang and Chungking is badly wanted.

Between these two points there are considerable shipments of natural produce and other goods, but shipping companies find it difficult to open a service. The reason is that the river between the two points is very shallow and there are many dangerous spots in the waterway.

This requires vessels of special type, and for this reason it is difficult for a Japanese shipping company to maintain a regular service without aid from the Government.

It is understood that the Department of Communications has decided to grant a subsidy of ¥10,000 for the maintenance of the desired service.

The subsidy mandate will probably be given to the Nisshin Kisen Kaisha. This company also maintains a subsidised service along the coast of South China.

P. & O. Will Extend Passenger Service

Regular Fortnightly Service To Japan Will Be Inaugurated Next September

The P. and O. Company has decided to extend its passenger service to Japan. At present the passenger service from London ends at Shanghai with transhipment at Bombay, while the freight service extends to Japan.

Under the present decision the company has arranged to maintain a through service to the Straits Settlements, China, and Japan, and a regular fortnightly service will be maintained with vessels of 9,000 tons type. The first steamer is due at Kobe on September 7.

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Edison List Starts French Brain Tests

Many Forgotten Incidents In Country's History Are Brought Forth

Paris, June 11.—Thomas A. Edison has inspired French researchers to devise their own lists of educational tests, and they are revealing many incidents in French history that have been forgotten by a great majority of persons, as well as calling attention to the parts France's rulers have played in evolving present day methods. Even the wisest Sorbonnites stared blankly last week when one professor asked:

"Why is your handkerchief square instead of round?"

After days of searching in encyclopedias, it was explained that this commonest article in daily life was made square because of one of the quaint laws of Louis XVI., handkerchiefs prior to his reign having been of any shape fancied by the user. Louis XVI., however, had a great admiration for neatness of proportion and personally drew up the edict that "hereafter all handkerchiefs manufactured in my kingdom must be of equal length and breadth." In subsequent years it was common for persons seeking political favor to cause the arrest of handkerchief manufacturers the dimensions of whose handkerchiefs varied even a centimeter. Later a law was made to prevent lace borders of varying dimensions being attached to handkerchiefs which otherwise were square and made of batiste, cotton or silk.

Other tests here by newspaper writers showed a woeful ignorance in France regarding America, one prominent Senator when asked what State Chicago was in replying: "I am uncertain, but I think it is Milwaukee."

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Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars according to arrangement.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

International Banking Corporation

Capital, Surplus & Undivided Profits G.$14,000,000

Owned By
THE NATIONAL CITY BANK OF NEW YORK.

Head Office:
60 WALL STREET, NEW YORK

London Office: 36 Bishopsgate E. C.
Lyons Office: 27 Place Tolozan.
San Francisco Office:
232 Montgomery Street

Branches

China		Rangoon
Canton		Japan
Hankow		Kobe
Harbin		Yokohama
Hongkong		
Peking		Java
Shanghai		Batavia
Tientsin		Sourabaya
Dominican Republic		Panama
Barahona		Colon
Puerto Plata		Panama
San Francisco de Macoris		Philippine Island
San Pedro de Macoris		Cebu
Sanchez		Manila
Santiago		Spain
Santo Domingo		Madrid
India		Barcelona
Bombay		Straits Settlements
Calcutta		Singapore

Branches of
THE NATIONAL CITY BANK OF NEW YORK

Argentina	Cuba
Buenos Aires	Havana and 22 branches
Rosario	
Belgium	England
Antwerp	London
Brussels	Italy
Brazil	Genoa
Bahia	Peru
Pernambuco	Lima
Porto Alegre	Porto Rico
Rio de Janeiro	Ponce
Santos	San Juan
Sao Paulo	South Africa
Chile	Cape Town
Santiago	Uruguay
Valparaiso	Montevideo
Colombia	Venezuela
Barrenquilla	Caracas
Bogota	
Medellir	

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

N. S. MARSHALL, Manager.
1a Kiukiang Road.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,208,522.60
Special Reserve Fund $1,898,393.62

Head Office: Peking.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, New York, San Francisco, Tokio, Osaka, Yokohama.

SHANGHAI BRANCH.
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang.
Manager.
Shanghai, 15th February, 1919.

Kincheng Banking Corporation
金城銀行

Sanctioned by Ministry of Finance and registered in Ministry of Agriculture and Commerce in accordance with Banking and Company Laws.

Authorised Capital ..$5,000,000
Paid-up Capital $4,500,000
Surplus .....$ 360,000

Head Office: Tientsin
Branches and Sub-Branches: Peking, Tientsin, Shanghai, Hankow, Nanking and Peng-pu.
Correspondents in all important places of the world.
President: Chow Tso Ming.
Manager, Shanghai Branch: S. Y. Tien.
Sub-Manager, Shanghai Branch: C. C. Woo.
Every description of Banking Business transacted.
Savings Accounts kept in Tientsin and Shanghai Offices.
Cable Address. "Kincheng" Shanghai
Tel. Nos:
General Office: C. 3800
Managers' Office: C. 1350
Foreign Dept. C. 3440.

Nederlandsche Handel Maatschappij

(Netherlands Trading Society)
Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 17,353,234 (about £1,446,107)
Special Reserve: Guilders 25,160,000 (about £2,096,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM

Branches

Ban Ajermasin	Pekalongan
Bandoeng	Palembang
Bombay	Penang
Calcutta	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kobe	Soerakarta
Kota-Radja	Tebing-Tinggi
Langsa	Tegal
Makassar	Teiok Betong
Medan	Tjilatjap
Padang	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Acting Manager.

The Bank of East Asia, Ltd.

Authorised Capital $2,000,000
Paid up Capital 2,000,000
Reserve Fund 500,000

Head Office:—2 Queen's Road Central, Hongkong
Shanghai Branch:—20 The Bund
London Bankers:—The London Joint Stock, London, City and Midland Bank Ltd.
Agencies and Correspondents in the principal commercial centres of the world.

Every description of banking and exchange business transacted
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement.

RUE CHENG,
Acting Manager.

The Chekiang Industrial Bank, Ltd.

Established 1908

Capital $1,000,000.00
Reserve Fund .... $ 133,316.00
Undivided Profits .. $ 71,030.00

Head Office and Branches:
Hangchow, Shanghai, Haimon, and Lanchi.
Domestic Agencies:
Throughout CHINA'S principal Cities.
Foreign Correspondents:
London, Paris, Rotterdam, New York, Chicago, San Francisco, Hamburg, Berlin, Tokyo, Kobe, Yokohama, Osaka, Hakodata, Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.

Saving Accounts at 4% compound interest.

Every description of Banking and Exchange transacted.

LI MING,
Manager.
SHANGHAI BRANCH,
U39 Peking Road.
Tel. C. 3145, Manager's Office
C. 2147, General Office
Cable Address:
"CHINDUBANK" Shanghai.

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars. 4,800,000
Aut. Cap. Gold It. Lire 16,000,000
Paid up Capital ..Silver $1,200,000
Paid up Cap. Gold It. Lire 4,000,000
Branches: Peking, Shai, Tientsin
Bankers:
Italy: Credito Italiano, Banca Italiana di Sconto, Banco di Roma.
London: Credito Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Credit Commercial de France.
United States: Credito Italiano, Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga.
Switzerland: Banca Unione di Credito.
Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U.S. Gold, Italian Lire, Francs and other currencies. Terms on application.
General banking business transacted. Special facilities for Italian exchange.
Telegraphic Address: Banksinit.
SHANGHAI. No 16 Kiukiang Rd.
Tel. C. Nos. 5090 and 5091.
G. GIACHINO: ROBERT LEE
Managers.

THE service which this bank and its stockholding banks and correspondents offers you covers everything that business and personal requirements demand in international banking. In addition to the usual functions of an international bank, we are prepared to give facilities for American credit inquiries, offer advice as to market conditions in America and elsewhere and to supply emergency aid in handling shipments.

CAPITAL G$4,000,000
SURPLUS G$2,000,000

ASIA BANKING CORPORATION
an American Institution

BRANCH OFFICES
PEKING—TIENTSIN—HANKOW—HONGKONG—CANTON
CHANGSHA—SINGAPORE—MANILA—SAN FRANCISCO

HEAD OFFICE IN THE UNITED STATES
35 BROADWAY, NEW YORK CITY

STOCKHOLDING BANKS
Guaranty Trust Company of New York
Guardian Savings & Trust Company, Cleveland, Ohio
Mercantile Bank of the Americas, New York City
Anglo and London, Paris National Bank, San Francisco
Bankers' Trust Company, New York City
Continental & Commercial National Bank, Chicago, Ill
National Shawmut Bank, Boston, Mass

美國友華銀行

HEAD OFFICE FOR THE FAR EAST
Kiukiang and Kiangse Roads
SHANGHAI

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1918
Head Office: TIENTSIN

Subscribed Capital $2,000,000.00
Paid-Up Capital $1,500,000.00
Reserve Fund ..... $ 124,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
			Cincinati

And also in other principal cities in foreign countries.

Shanghai Branch:
8441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits in taels, dollars, and other currencies according to arrangement.

Credits granted on approved securities.

Y. R. Sun Manager
T. D. Zar, Sub-Manager

PARK-UNION FOREIGN BANKING CORPORATION

Capital G.$4,000,000
Surplus and Undivided Profits G.$754,000
HEAD OFFICE, 56 WALL ST., NEW YORK
BRANCHES:
SAN FRANCISCO SEATTLE
TOKYO PARIS YOKOHAMA
CANADA—400 branches of the Union Bank of Canada
Shanghai Branch: 7 Kiukiang Road, Tel. C. Nos. 5874 & 5875.
CURRENT & FIXED DEPOSITS
Accepted in Taels, Mexican Dollars, U. S. Dollars, Canadian Dollars, Sterling, on Application.
Every description of banking and exchange business transacted.

F. V. REILLY,
Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Head Office: 9 Ningpo Road

Capital $2,000,000.00
Reserve $280,000.00

Every description of modern banking and trust business transacted—Personal, National and International.

Branches and Agencies:
Throughout China's principal cities.

Foreign Correspondents:

London	New York	Yokohama
Paris	Chicago	Tokyo
Marseilles	Seattle	Osaka
Amsterdam	San Francisco	Manila
Berlin	Singapore	

Cable Address: "COMSAVBANK"

K. P. CHEN
General Manager.

Commercial Bank of China

Head Office: SHANGHAI

Sh. Tls.
Subscribed Capital ... 5,000,000
Paid-Up Capital 2,500,000

Advances made on approved securities. Bills discounted.
Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:—
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Chinese American Bank of Commerce

(Formerly Commercial and Industrial Bank of China)

Established by American and Chinese Capitalists under Special Charter of the Government of China issued April 12th, 1919.

Authorised Capital G.$10,000,000
Paid-up Capital 5,000,000

Head Office:
198 Hsi Ho Yen, Peking
President:
The Honorable Chien Nen-shun.
American Vice-President:
James A. Thomas, Esq., Peking.
Chinese Vice President:
Hsu Un-yuan, Esq., Peking.
NEW YORK AGENTS:
The Chase National Bank, The American Foreign Banking Corporation, and Hayden, Stone & Co.

Branches in China:
Peking, Tientsin, Shanghai, Hankow, Shihkiachwang, Tsinan, Harbin and agents in important cities.
Manila Branch:
Manila, P. I.

Current Accounts opened on usual terms. Fixed Deposits received at rates to be ascertained on application. Drafts issued and Telegraphic Transfers made. Foreign exchanges bought and sold. Commercial and Circular Letters of Credit issued. Bills, Checks, and other Documents collected. Purchase and Sale of Stocks and Bonds effected. Every description of General Banking Business transacted.

The Bank is closely associated with a number of the leading Financial Institutions in the United States and also prominent Chinese Capitalists in China, and is prepared to give financial facilities and to assist its clients in initiating and developing solid commercial and industrial undertakings in China.

Your account will be welcomed at this Bank, where you are assured of absolute security and the most courteous service.

Shanghai Branch:
No. 21 Nanking Road.
Tel. Central Nos. 5841, 5842.
E. KANN, Manager.
LOUIS SHEN, Assistant Manager,
SOOYII K. SHEN, Assistant Manager.

Bank of Communications

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China
Agencies abroad; Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN, Acting Manager.

Washington Greets Many Official Visitors From Far East Lands

Washington, July 2.—This week has been notable here because of the importance of the hospitality extended to visitors from the Far East. First there came the delegation of 10 members of the Imperial Diet, including Mr. Nakanishi, Vice-Speaker of the House of Representatives, and then the delegation of Chinese dignitaries headed by Chu Chi-chien, formerly the Minister of Foreign Affairs in Peking.

Dr. Paul Reinsch, former American Minister to China took part in the functions for the Chinese visitors. Mr. Hughes gave a luncheon for the Japanese guests and a dinner for the Chinese party. The President received both delegations at the White House. Other high officials of the Government extended them entertainment.

Financial And Commercial News

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock	Quotations Closing
Banks	
H. K. and S. B. ..	$730
Charterd	£71⅛
Russo-Asiatic ..	Rs. 250
Maring Insurances	
Canton	H.$105 B.
North China	Tls. 144
Union of Canton .	Tls. 240 S.
Yangtsze	$24½ B.
Far Eastern Ins..	Tls. 22½ B.
Fire Insurance	
China Fire	H.$120 B.
Hongkong Fire ..	H.$320 B.
Shipping	
Indo-China Def...	H.$270
Indo-China Pref...	H.$88 B.
"Shell"	111/—
Shanghai Tug ord.	Tls. 40
S'hai Tug Pref. ..	Tls. 37 B.
Mining	
Kaiping	Tls. 30 B.
Oriental Cons. ..	17/—
Raub	H. $1 B.
Docks	
Hongkong Dock ..	H.32.09 S.
Shanghai Dock ..	Tls. 134 B.
New Eng. Works	Tls. 12½ B.
" Pref. ..	Tls. 4.85 B.
Wharves.	
Shanghai Wharf .	Tls. 140 B.
Hongkong Wharf.	H.$96½
Lands and Hotels	
Anglo-French Land	Tls. 80 B.
Shanghai Land ..	Tls. 81 B.
Weihaiwei Land .	Tls. 8
S'hai Hotel, Ltd..	Tls. 66⅔ B.
China Realty ord.	Tls. 50
China Realty Pref.	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 23.40 B.
E-wo (pref.)	Tls. 95 B.
Lou-kung-mow .	Tls. 34
Oriental	Tls. 17.10 B.
Shanghai Cotton .	Tls. 152½ B.
Industrials	
Butler Tiles	Tls. 25
China Sugar	Tls. 197 S.
Green Island	Tls. 16.70 Sa.
Langkats	Tls. 10½ B.
Major Bros.	Tls. 5
S'hai Sumatra ..	Tls. 100
Stores	
Hall & Holtz ...	$0½ S.
Llwellyn	$30
Lane Crawford ..	$85 B.
Moutrie	$40
Watson	H.$8 Sa.
Weeks	$14 B.
Rubbers (Local)	
Alma	Tls. 2¼ B.
Amherst	Tls. 0.15
Anglo-Java	Tls. 5 B.
Anglo-Dutch	Tls. 1½ B.
Ayer Tawah	Tls. 20
Batu Anam 1918.	Tls. 35 cents
Buie	Tls. 0.25 B.
Bukit Toh Alang.	Tls. 1
Chemor United ..	Tls. 0.35 B.
Chempedak	Tls. 1 B.
Cheng	Tls. 1 B.
Consolidated	Tls. 1.35 B.
Dominion	Tls. 1 B.
Gula Kalumpong.	Tls. 4½ B.
Java Consolidated	Tls. 5½ B.
Kamunting	Tls. 1¾ B.
Kapala	Tls. 0.5 B.
Kapayang	Tls. 10
Karan	Tls. 7
Kota Bahroe	Tls. 75 cents
Kroewoek Java ..	Tls. 5 B.
Padang	Tls. 3½ B.
Pengkalan Durian	Tls. 3
Permata	Tls. 0.60 B.
Repah	Tls. 0.35 B.
Samagaga	Tls. 0.40 B.
Seekee	Tls. 1
Semambu	Tls. 0.60 B.
Senawang	Tls. 8¼
S'hai Klebang ..	Tls. 0.32½
Shanghai Malay .	Tls. 8
S'hai Malay pref..	Tls. 5½ B.
Shanghai Pahang.	Tls. 1
Sungala	Tls. 50 cents
Sungei Duri	Tls. 4 B.
Sua Manggis ...	Tls. 2
S'hai Kalantan ..	Tls. 0.50
S'hai Seremban .	Tls. 0.50
Taiping	Tls. 0.35 B.
Tanah Merah	Tls. 0.35 B.
Tebong	Tls. 4½ B.
Ulobri	Tls. 2¼
Ziangbe	Tls. 2¼ B.
Miscellaneous	
C. I. & E. Lumber	Tls. 325
Culty Dairy	Tls. 11
Shanghai Trams .	Tls. 85 B.
Shanghai Gas ...	Tls. 24 B.
Horse Bazaar ...	Tls. 40
S'hai Mercury ..	Tls. 25
S'hai Telephone .	Tls. 98 B.
S'hai Waterworks	Tls. 130 B.

S. Sellers. Sa. Sales. B. Buyers

Telephone No. Central 398.

Benjamin and Potts, 8 Jinkee Rd.

The Small Investors' Co.

8A Peking Road
Shanghai, July 16, 1921

BUSINESS REPORTED

Ewos Tls. 23.40
Anglo-Javas Tls. 5.00
Telephones Tls. 98.00
F. M. C. 1921 8% Loan Tls. 100.00
New Engineering (Ord.) Tls. 12.75
Shanghai Tug (Pref.) Tls. 38.00
Shanghai Lands Tls. 82.00
Shanghai Explorations Tls. 3.25
Shanghai Loans Tls. 3.25
S. M. C. 1920 Gold Loan £100.0.0.

Exchange and Bullion

Shanghai, July 16, 1921

Exchange and Bullion

Sovereigns: buying rate @ 3/8=Tls. 5.45
@ exch. 72.25=Mex. $7.55
Gold Dollars: Bank buying rate @ 70=Tls. 142.86
@ exch. 72.25=Mex. $197.73
Mex. Dollars: Market Rate: $1.975
Shanghai Gold Bars: 978 touch Tls. 345
Bar Silver 998 touch ....Tls. —
Copper Cash .... per tael 2,092
Native Interest ..... Tls. 36

Latest London Quotations

Bar Silver ..... 37⅝d.
Bank Rate of Discount 6%
Ex., Paris on London Fr. 46.50
Ex., New York on London T.T. G.$362⅜

Exchange Closing Quotations

London	T.T.	3/8
London	Demand	3/8⅛
India	T.T.	288⅛
Paris	T.T.	860
Paris	Demand	863
New York	T.T.	66⅛
New York	Demand	66⅜
Hongkong	T.T.	73½
Japan	T.T.	72
Batavia	T.T.	215½
Singapore	T.T.	68½

Bank's Closing Buying Rates

London	Demand	3/9⅜
London ....4 m-s. Cdts.		3/11
London ....4 m-s. Docy.		3/11½
London .... 6 m-s. Cdts.		4/—¼
London ....6 m-s. Docy.		4/—¾
Paris ..... 4 m-s.		960
New York ... o/d. Docy.		69½
New York ..... 4 m-s.		74¾

Tourists' Exchange

@ Bank's Demand Buying Rates

£10 @ exch. 3/9¾ = Sh. Tls. 52.46
G.$50 @ exch. 69½ = Sh. Tls. 71.94
Fr. 250 @ exch. 910 = Sh. Tls. 27.47

1 Shanghai Tael=Mex. $1.38 at Bank's selling rate for Mexican Dollars.

International Banking Corporation Closing Counter Rates

Shanghai, July 16, 1921

Banks demand selling rate on America 67⅛
Banks demand buying rate on America 68½
Banks demand selling rate on London 3/8⅛
Banks demand buying rate on London 3/9⅛

ROUBLES EXCHANGE

Today Banks Buying Rate For Roubles:

Roubles 120,000 .... =Tls. 100
" 100 ..... =Mex. $0.11

BANKS SELLING RATE FOR MARKS

Marks 4,800 ..... =Tls. 100
" 100 ..... =Mex. 2.90

Lira Exchange

Shanghai, July 16, 1921

Latest Bank Selling Rates:

It. Lire 14.25=1 Tael

Equivalent Foreign Quotations

It. Lire 80.50=1 Pound Sterling
It. Lire 22.15=1 U.S. Dollar
It. Lire 173.40=100 Fr. Francs

CUSTOMS HOUSE EXCHANGE RATES FOR JULY

Hk. Tls. 5.16	@	3/5¾	£1
" 1	@	813	Fr. 9.06
" 1.39	@	64¾	Gold $1
" 1	@	73½	Yen 1.51
" 1	@	270½	Rus. 3.01
" 1	@	13,29	Ital. Lire 14.70
" 1	@	1.50	Mex. $1.50
" 1	@	—	Roubles —

RUSSIAN TRADE REPORT

(Rosta News Agency)

Moscow (via Manchuli), July 7.—The Commissariat of Foreign Trade report shows considerable progress in the foreign trade. Within the first five months of the year over eight and a half million poods of miscellaneous foreign merchandise were imported into Russia. Since the opening of the Petrograd, the foreign trade has mounted considerable.

Stock Exchange Transactions

Shanghai, July 16, 1921

OFFICIAL

Ewo Mills Tls. 23.60 July
Tls. 24.50 October
Oriental Cotton Tls. 17.75 September
Anglo Javas Tls. 5.50
Langkats (Com.) Tls. 10.75

UNOFFICIAL

Shanghai Lands 6% Debs 1902 Tls. 98.00
S.M.C. 7% Debs 1919 Tls. 98.00
S.M.C. 6% Debs 1903 Tls. 96.00
S.M.C. 6% Debs 1904 Tls. 94.00
Anglo Dutch Tls. 1.75
Anglo Javas Tls. 5.25
Tls. 5.50
Shanghai Docks Tls. 140.00
Tls. 141.00 Sept.
Java Consolidated Tls. 6.00
Oriental Cotton Tls. 17.25 July

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Transactions, yesterday

Shanghai, July 16, 1921

Nanyang Brothers Tobacco Co. Ltd.
$33.70 July
" 40.20 August
Industrial Development Bank of China
$52.30 August
Shanghai Flour Ex.
$83.30 July
$85.50 August
Chartered S. & P. Ex.
$133.70 July
$135.00 August
Tungchow Cotton.
Tls. 29.15 July
" 29.20 August
" 29.10 September
" 28.70 October
" 28.45 November
" 28.20 December
Local Yarn for Standard 16's Cloudy Stork.
Tls. 155.40 July
" 155.80 August
" 155.90 October
" 155.40 November
" 154.80 December

Exchange Fluctuations

Asia Banking Corporation

July 16, 1921

Both spot and forward bar silver remained unchanged in London yesterday.

The New York price of silver was down 1/4 cent.

The London-New York cross rate was down to 362⅛.

The official Sterling and Gold Dollar rates here also remained unchanged.

Business was done in Sterling at 3/8⅛ for cash, 3/8⅜ for July and 3/8⅛ for August and in Gold Dollars at 67¼ for July 66⅝ for September.

The market was fairly steady throughout the morning but there were more buyers than sellers of Gold Dollars.

Silk

Messrs. William Little and Company write as follows in their silk report dated July 15:

Our last report dated July 8:

White Silk.—The market continues to rule very quiet with prices considerably above the ideas of the consuming markets.

Common New Style.—Tls. 840/70.

Tussah Filatures 8" coc.—A small business is reported on basis of Tls. 535 av. for Best grades.

Share Market

Messrs. J. P. Bisset and Company write as follows in their share report for week ending July 15:

Our local share market has been dull during the past week and local stocks generally are slightly easier which applies more particularly to Shanghai Docks and New Engineering Works quotations for which are self-explanatory.

Interest in "Rubbers" has revived somewhat during the past two days as the result of a marked rise in the price obtained at this week's auctions in Singapore but buying quotations show little enhancement at present.

Marchioness Favors Marriages In Youth

Ridicules French Law Putting Men's Majority At 30; How About Heart?

London, June 11.—The agitation in France for repeal of the law there that a man cannot marry without the consent of his parents until he reaches his majority, which is fixed at 30 years, is reflected in a controversy here, where it is almost the unanimous opinion that couples marrying young are much happier than those who wait until later in life.

Marchioness Townshend, speaking of the moral aspect of the case, said early marriages were best, because both men and women have higher ideals when young and therefore are more critical. She ridiculed the French law and said she was thankful it did not exist here.

"Good or bad tendencies will develop before one is 25," she said, "and persons must be allowed to follow the dictates of their heart in the matter of marriage and without interference at the age when nature inspires."

The China Mutual Life Insurance Co., Ltd.

Registered in England and Hongkong.

A BRITISH COMPANY with a complete organisation throughout Asia, and Assets exceeding TAELS TEN MILLIONS

HEAD OFFICE
10 Canton Road, Shanghai.

EQUITABLE EASTERN BANKING CORPORATION

Capital and Surplus ..... U.S. $2,500,000

Head Office: 37 Wall St., New York

Correspondents

The Equitable Trust Company of New York
New York-London-Paris

大通銀行

Shanghai Branch

No. 1 KIUKIANG ROAD
Telephones .....
C. 1164-*Manager*
C. 2012-*General*
C. 1140-*T. T. Dept.*

CURRENT AND FIXED DEPOSITS ACCEPTED
INTEREST RATES ON APPLICATION
TELEGRAPHIC TRANSFERS, DRAFTS BOUGHT AND SOLD

JAS. J. ROGERS
Manager

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FOR SAN FRANCISCO

Colombia ..... June 14
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Tenyo Maru ..... June 24
Nanking ..... June 29
West Carmona ..... June 30
Korea Maru ..... July 4
China Arrow ..... July 6
Royal Arrow ..... July 7
Golden State ..... July 9

FOR VANCOUVER

Monteagle ..... June 18
Emp. of Russia ..... June 25
Emp. of Japan ..... July 16

FOR SEATTLE

Eldridge ..... June 24
Katori Maru ..... June 26
West Canon ..... July 12
Kashima Maru ..... July 16

FOR TACOMA

Bomasan Maru ..... June 18
Alabama Maru ..... June 22
Arabia Maru ..... July 15

FOR PORTLAND

Pawlet ..... June 24
West Nivaria ..... June 28

FOR MAZATLAN

New China ..... July 15

FOR NEW YORK

Arcturus ..... June 18
M. S. Dollar ..... June 24
Hague Maru ..... June 29
City of Norwich ..... July 3
Griqua ..... June 17

FOR LONDON

Atsuta Maru ..... June 6
Plassy ..... June 10
Anchises ..... June 17
Shidzuoka Maru ..... June 21
Delta ..... June 21
Glengyle ..... July 1
Kaga Maru ..... July 4
Mentor ..... July 14

FOR LIVERPOOL

Enrymadas ..... July 5
Yangtsze ..... July 14

FOR HAMBURG

Glenesgle ..... June 23
Eastern Admiral .... June 23
Siam Maru ..... June 24
City of Brisbane ..... July 6
Argun Maru ..... July 14
Glenluce ..... July 16

FOR MARSEILLES

Paul Lecat ..... June 19
Meinam ..... July 5

FOR TRIESTE

Nippon ..... June 12

FOR CALCUTTA

Torilla ..... June 26
Gregory Apear ..... July 14

FOR BOMBAY

Dunera ..... June 15
Dilwara ..... July 5

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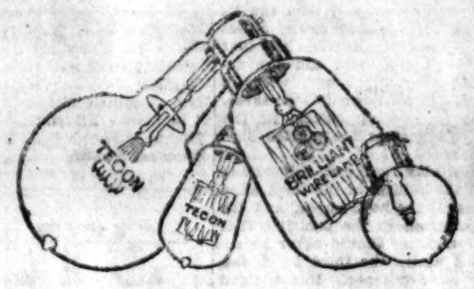

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Auction Bridge—Players' School

BY R. F. FOSTER

(Author Of Foster On Auction, Auction Made Easy, Foster's Complete Hoyle, Etc.)

Among the many calls, conventional and otherwise, there is one which is very seldom used now, although it was at one time quite popular and seems to have come to the surface again at contract bridge, and that is a bid known as the shift.

The shift is so named because when the bidder finds his scheme to push the opponents up a bit and then defeat their contract does not work, he has to shift. The theory of the bid is that while a contract to make one no-trump may easily succeed, if the contract could be pushed to two no-trumps it would surely fail, because the leader has six certain tricks in his own hand before he loses the lead.

It is very important that every one who aspires to be a bridge player should know this shift, for reasons which will appear presently. The typical situation is when the player to the left of the no-trumper has one solid suit, which must be the suit in which the no-trumper has little or nothing. By sitting tight and leading this suit, six tricks are sure; but that does not do anything further than hold the bidder down to his contract, one no-trump.

To push him beyond his depth, coaxing him to bid two no-trumps, is therefore the play. But to call the solid suit is to put the no-trumper out of the question at once. Such a call would serve only to warn the no-trumper that it was hopeless, and would either drive him into a safer contract or give him the option of letting the second hand have the play with his six-card suit.

In order to meet this situation, some ingenious individual evolved the idea of overcalling the no-trumper with some suit in which the no-trumper or his partner would surely have some of the high cards, and would therefore not be afraid to go back to no-trumps, expecting that suit to be led.

A typical case would be such a hand as six diamonds to the ace-king-queen, with the king and two small clubs. By calling two clubs the no-trumper is induced to go on, and then the six tricks in daimonds make, unless the declarer or dummy has four to the jack or ten, and the no-trumper is down one, with a chance to go down two or three, if the club king makes, or the leader's partner has a trick anywhere.

The play that met this attack was the refusal of the third hand to assist the no-trumper, and the formulation of the principle that a no-trumper should never be assisted unless the third hand also had a no-trumper. If the third hand could stop the declared suit twice he should double; not bid two no-trumps. This double effectually killed the bid, because the second hand then had to go on and bid two or three in his real suit. That is, he had to shift. Against weak players who do not know enough to double, and who are in the habit of assisting no-trumpers, the shift is still a very effective weapon.

At contract the shift is much more likely to be effective, because of the anxiety of most players to go game, and the impossibility of going game unless they bid game. The bluff also has the great advantage that it is not necessary to make the shift even if the bluff call is doubled, because as long as the opponents are not playing the hand they cannot go game. On the rubber game, the acrifice is often worth while.

There is also the chance, slight as it is, that the bluffer's partner may have someth.ng in the suit called and that the loss will not be so great after all. At contract the shift puts the no-trumper in a bad position in a rubber game, which is worth 300 points. He has to guess whether the second-hand call is genuine or not. Here is an interesting example:

H.—J 9 8 2
C.—3
D.—9 8 6 4
S.—K J 10 6

H.—Q 10 5 / C.—10 9 4 / D.—7 3 2 / S.—8 4 3 2

Y: H.— 7 6 4 / C.—AKQ 762 / D.—A 5 / S.—Q 7

A: H.—A K 3 / C.—J 8 5 / D.—K Q J 10 / S.—A 9 5

B: H.— 7 6 4 / C.—AKQ 762 / D.—A 5 / S.—Q 7

Z: H.—A K 3 / C.—J 8 5 / D.—K Q J 10 / S.—A 9 5

The game was contract, Y and Z a game in, but A and B with a big majority of the points above the line. Z bid no-trump, A two hearts, Y and B passing. Z went two no-trumps, and in the hope of getting Z in deeper A called three spades. Y now makes the mistake of going to three no-trumps, and the contract is set for 350 points, as A takes home seven tricks before he loses the lead.

Had the hearts been doubled, A would not have shifted, but let it stand, and would have been set only 150. But had Y been awake and doubled the three-spade bid Z would have seen through the scheme of A's bidding and called the diamonds. At diamonds he can win the rubber, losing one club, one trump and getting a heart discard on the fourth spade. Had the three spades been left in A would have had to shift. He can make two-odd in clubs by making a heart trick. This would have set him only 150, even if doubled on his bid of four.

QUERIES AND ANSWERS
Auction Bridge

Question—If a revoke is made by the opponents of the declarer when does the declarer announce it? May dummy announce if the declarer does not do so? If the declarer revokes when do the opponents announce it? Y. U.

Answer—The declarer may announce that he will claim the penalty for a revoke, as soon as the trick is turned and quitted, as this establishes the revoke. He may notify his adversaries at once or he may wait until the end of the hand. It is usual to announce it at once, while it is fresh in the minds of the players; but crafty players say nothing, hoping the revoke may be repeated. Dummy may call attention to a revoke only when he has not overlooked the hand of either adversary. The opponents may call a revoke on the declarer at any time after the trick is turned and quitted.

Question—The dealer bids a spade, second hand two clubs; third hand passes. The fourth hand holds seven hearts to the ace-queen-ten. What should be say? C. D. N.

Answer—Something would depend on his other cards, and if he were short in any suit; but if his partner is strong enough to call clubs over spades it should be perfectly safe to call three hearts, if not four.

PINOCHLE

Question—Playing two hand, A cal's out, but has only 990, his opponent being only 560. Must A play on to get 1,250? C. S.

Answer—No. A loses the game, no matter what his opponent has.

Vessels Due

Changon, *Hankow*	July	17
China, *S. Francisco*	July	17
Chicugo Maru, *Japan*	July	20
Chungking, *Hankow*	July	21
E. of Asia, *Hongkong*	July	23
Esang, *Hankow*	July	25
Ecuador, *S. Francisco*	July	21
Feiching, *Foochow*	July	21
Fengtien, *Tientsin*	July	20
Hsin Ningshao, *Ningpo*	July	17
Hsin Peking, *Ningpo*	July	17
Hwahta, *Hankow*	July	22
Hwahlee, *Hankow*	July	21
Kasuga Maru, *Japan*	July	22
Kiangteen, *Ningpo*	July	19
Kungping, *Newchwang*	July	17
Kiangyu, *Hankow*	July	17
Kiangan, *Hankow*	July	23
Kiangyung, *Hankow*	July	18
Kiangwah, *Hankow*	July	19
Koonshing, *Tientsin*	July	29
Loongwo, *Hankow*	July	21
Luenyi, *Hankow*	July	24
Kwongsang, *Tsingtao*	July	18
Luenho, *Hankow*	July	23
Manila Maru, *Tacoma*	July	22
Nile, *Hongkong*	July	25
Omi Maru, *Japan*	July	17
Poyang, *Hankow*	July	23
Sakaki Maru, *Dairen*	July	18
Shengking, *Hankow*	July	17
Shuntien, *Tientsin*	July	17
Sinkiang, *Hongkong*	July	23
Soochow, *Hongkong*	July	25
Sunning, *Hongkong*	July	18
Shinyo Maru, *Hongkong*	July	19
Suiyang, *Hongkong*	July	21
Suiwo, *Hankow*	July	24
Suwa Maru, *Seattle*	July	19
Tatung, *Hankow*	July	20
Tehhsing, *Hankow*	July	24
Tungwah, *Newchwang*	July	17
Tungchow, *Tientsin*	July	24
Tuckwo, *Hankow*	July	17
Waishing, *Hongkong*	July	17
Whangpu, *Hankow*	July	18
Woosung, *Hankow*	July	22
Wuchang, *Hankow*	July	25
Yamashiro Maru, *Japan*	July	24
Yingchow, *Tsingtao*	July	21

Provision Prices In Local Markets

Prices quoted are in Mexican dollar cents at Hongkew Market compiled on July 12, 1921.

Beef	per lb.	15-22
Mutton	„	17-22
Pork	„	25-30
Veal	„	25-32
Fish		
Bream	per lb.	20-25
Cod	„	14-16
Mandarin	„	40-50
Mackerel	„	16-18
Pombret	„	16-13
Salmon	„	20-25
Samli	„	40-50
Soles	„	18-20
Whitebait	„	none
Game, Poultry And Eggs		
Deer	each	none
Duck	„	60-80
Eggs	per doz.	18-20
Fowl	per lb.	25-28
Geese	each	80-$1.00
Hare	each	none
Partridge	„	none
Pheasant	„	none
Plover	„	none
Quail	„	none
Snipe	„	none
Teal	„	none
Turkey	per lb.	40-45
Woodcock	each	none
Wild Duck	„	none
Wild Geese	„	none
Pigeons	„	18-20
Wild Pigeons	„	none
Fruit		
Apricots	per lb.	10-12
Apples	„	12-15
Bananas	„	7-9
Chestnuts	per lb.	none
Cherries	„	none
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	8-10
Lichees	per lb.	15-20
Mangoes	each	none
Mangosteens	per doz.	50-60
Oranges	per doz.	$1.00-$1.20
Peaches	per lb.	10-12
Pears	„	12-14
Persimmons	„	none
Peeboes	„	none
Plums	„	10-12
Pumeloes	each	25-30
Pineapples	„	8-10
Strawberries	per lb.	none
Walnuts	per lb.	12-15
Vegetables		
Artichokes	each	8-10
Asparagus	per doz.	20-25
Broad Beans	epr lb.	3-4
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	10-12
Cabbage	each	4-8
Carrots	per bunch	2-3
Cauliflower	each	none
Celery	per bunch	3-4
Egg plant	per lb.	8-10
French Beans	„	6-8
Green Corn	each	2-3
Leeks	per bunch	2-3
Onions	per lb.	3-6
Parsnips	per bunch	3-4
Mushrooms	per lb.	none
Peas	per lb.	none
Potatoes	per pic.	$1.80-$2.20
Spinach	per lb.	3-5
Tomatoes	„	20-25
Turnips	per bunch	2-3
Grain And Flour		
Flour American	50 lb.	$6.00
Flour Shanghai	50 lb.	$3.00
Rice	per 200 lb.	$11.80
Milk		
Foreign dairies	per bottle	$0.20
Chinese dairies	„	$0.17
Fuel		
House Coal	per ton	Tls. 19.00
Stove Coal	„	Tls. 23.00
Firewood	per 50 bandles	$1.00
Laundry		
Per 100 articles		$4.00-$6.00

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June	25 —	Cruise	Ad. Zavoika	Rus.	
July	15 —	Japan	Agwimara	Br.	
July	14 —	Hongkong	Chuysang	Br.	J. M. & Co.
July	14 —	Cruise	Chuentiao	Chi.	Customs
July	13 —	Hongkong	Caddopeak	Am.	P.M.S.S. Co.
June	30 —	Portland, ports	Coaxet	Am.	Adl. Line
June	29 —		Chinchong	Chi.	T.Y.S.S. Co.
July	16 —	Chinwangtao	Daitoku Maru	Jap.	K.M.A.
July	15 —	Hankow, etc.	Esang	Br.	J. M. & Co.
July	15 —	Hankow, etc.	Fengyang Maru	Jap.	N.K.K.
July	14 —	Japan	Glenavy	Br.	G. L. E. A.
July	16 —	London, ports	Glenshane	Br.	G.L.E.A.
July	15 —	Hankow	Hanping	Chi.	H. Y. P.
July	16 —	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
July	13 —	Tientsin, port	Hsinkong	Chi.	C.M.S.N. Co.
July	14 —	Hongkong	Hopsang	Br.	J. M. & Co.
July	13 —	Chinwangtao	Hwahwu	Chi.	K. M. A.
June	13 —		Hwahting	Chi.	
Apr.	10 —		Hungkiang	Fr.	C. S. F. den.
July	5 —	Foochow	Kienhsin	Chi.	W. & Co.
July	4 —	Hankow, etc.	Kuling	Chi.	C.M.S.N. Co.
June	17 —		Kikin	Br.	
June	14 —	Chinwangtao	Kwangping	Br.	K. M. A.
June	27 —	Japan	Kamiyoshi M	Jap.	M.B.K.
July	13 —	Hongkong	Kiukiang	Br.	B. & S.
July	15 —	London, ports	Kalyan	Br.	M. M. & Co
July	16 —	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
July	16 —	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
July	16 —	Hankow, etc.	Kutwo	Br.	J. M. & Co.
July	15 —	Cruise	Lubeing	Chi.	Customs
July	14 —	Tsingtao	Lycaon	Br.	B. & S.
June	29 —	Ningpo	Meinan	Am.	Socony.
June	18 —	Hankow, etc.	Meifoo	Am.	Socony.
June	19 —		Miesur		
June	23 —	Swatow	Ningpo	Br.	B. & S.
July	16 —	Hankow, etc.	Nanking	Br.	B. & S.
July	16 —	Chinwangtao	Otaru Maru 2	Jap.	K.M.A.
July	15 —	Hongkong	Paling Maru	Jap.	N. K. K.
July	13 —	Hankow, etc.	Poyang	Br.	B. & S.
June			Pacific	Pan.	G.N.T. Co.
May	21 —	Cruise	Store Nordiske	Nor.	Gr. N. T.
June	17 —		Sara Thomoson	Am.	
July	13 —	Japan	Seikyo Maru	Jap.	O. S. K.
July	15 —	Japan	Sanko Maru	Jap.	M.B.K.
July	16 —	Hongkong	Shantung	Br.	B. & S.
July	15 —	Pukow	Szechuen	Br.	B. & S.
July	14 —	Liverpool, ports	Teiresias	Br.	B. & S.
July	14 —	Portland, Ore.	Vinita	Am.	Ch. P. Co.
May	26 —	Manila	Vigan	Am.	C.I. & E.I. Co
June	29 —	Hankow, etc.	Wosang	Br.	J. M. & Co.
July	15 —	Hankow	W. Montana	Am.	A. Line
July	15 —	Hankow, etc.	Wuchang	Br.	B. & S.
July	16 —	Japan	Yawata Maru	Jap.	N. Y. K.
July	14 —		Yeisan Maru	Jap.	S. Shokai

Shipping Items

The I-C. s.s. Waishing is expected to arrive in Shanghai from Hongkong and Swatow today.

The P. & O. s.s. Manela, from London on June 10, was expected to leave Singapore for Hongkong and Shanghai on Friday.

The C.M. s.s. Kiangyu left Hankow for Shanghai on Thursday.

The I-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Shengking left Hankow for Shanghai on Thursday.

The S.P. s.s. Changon left Hankow for Shanghai on Thursday.

The C.N. s.s. Shuntien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Whangpu left Hankow for Shanghai on Friday.

The Adl. Line s.s. West Kasson left Portland for Yokohama on July 6.

The Adl. Line s.s. Eastern Cloud left Honolulu for Dairen on Monday.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The N.Y.K. s.s. Omi Maru left Moji for Shanghai on Friday and is expected to arrive at the N.Y.K. wharf today.

The P. and O. s.s. Dunera is expected to leave Bombay for Straits, Hongkong and Shanghai on Friday, July 22.

The P. and O. s.s. Kashmir, from London on June 24, is expected to leave Colombo for Singapore, Hongkong and Shanghai tomorrow.

The P. and O. s.s. Syria will sail from Shanghai for London and usual ports of call on Tuesday, July 26. The tender Gutzlaff with passengers and baggage will leave the Customs jetty at 10:30 o'clock Tuesday morning.

The C.N. s.s. Tatung will leave Hankow for Shanghai today.

The C.N. s.s. Fengtien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The C.N. s.s. Suiyang will leave Hongkong for Shanghai today.

The I-C. s.s. Kwongsang is due in Shanghai from Tsingtao tomorrow afternoon.

The I-C. s.s. Koonshing is expected to arrive in Shanghai from Tientsin, Chefoo and Weihaiwei Tuesday afternoon.

The S.M.R. s.s. Sakaki Maru is expected to arrive in Shanghai from Dairen and Tsingtao tomorrow morning and will sail for same ports at 10:30 o'clock Tuesday morning. The tender with passengers and baggage will leave the Customs jetty at 9:30 o'clock.

The N.Y.K. s.s. Suwa Maru is expected to arrive in Shanghai from Seattle and Japan ports on Tuesday and will sail for Hongkong the following day.

The E. and A. s.s. Kanowna is expected to leave Kobe for Melbourne by way of Hongkong and ports tomorrow.

The P. and O. s.s. Khyber left London on July 8 and is due to arrive in Shanghai on August 19.

The Adl. Line s.s. Silver State left Seattle on July 9 and is due to arrive in Shanghai by way of Japan ports on July 27.

The China Mail s.s. Nile has been delayed at Hongkong owing to dry-docking and inspection, and will sail from Hongkong on July 22. The Nile is due to arrive off Woosung July 25 and will sail for San Francisco by way of Yokohama and Honolulu the same day.

The M.M. s.s. Porthos, with the French mails of June 15, left Saigon yesterday and is expected to arrive in Shanghai on Saturday, July 23.

The S.P. s.s. Hwahlee will leave Hankow for Shanghai tomorrow.

The I-C. s.s. Loongwo will leave Hankow for Shanghai tomorro.

The C.N. s.s. Chungking will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hwahta will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Woosung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Sinkiang will leave Hongkong for Amoy and Shanghai on Tuesday.

The C.N. s.s. Yingchow will leave Tsingtao for Shanghai on Tuesday.

The C.M. s.s. Tungwah left Chefoo for Amoy on Friday.

The C.M. s.s. Taishun left Amoy for Hongkong on Friday evening.

The C.M. s.s. Feiching will leave Foochow for Shanghai on Tuesday.

The N.Y.K. s.s. Chikugo will leave Moji for Shanghai tomorrow and is expected to arrive at the N.Y.K. wharf on Wednesday.

The China Mail s.s. China is due to arrive in Shanghai from San Francisco, Honolulu, Yokohama and Nagasaki this morning and will dock at the China Merchants' Lower wharf about 6 o'clock. The China has on board 15 cabin, 6 second class and 12 steerage passengers, 315 sacks of mail and 431 tons of general cargo for this port and will sail for Hongkong and Singapore tomorrow morning.

Passengers Departed

Per C.N. s.s. Hsin Peking for Ningpo: Mrs. Sei Pao (2), Mr. and Mrs. Tsau, Messrs. O'Driscoll, Ho, Chun, Chu.

Per C.N. s.s. Luenyi for Tungchow: Mr. and Mrs. E. G. Lowder, Mrs. G. Adams, Messrs. C. K. Ho, J. Yao; for Kiukiang: Dr. Hamovitch, Miss T. M. Varley, Mrs. W. H. Standring and child, Miss Harlow, Messrs. A. D. Silas, P. Fisher; for Hankow: Mr. H. A. Wilbur.

Per C.N. s.s. Yingchow for Tsingtao: Mrs. Huber and 2 children Miss Gyger, Rev. Dobson, Messrs. Gibson, B. F. Brown, Boedinghouse, Moon.

Per C.N. s.s. Chenan for Hongkong: Messrs. W. Ironside, S. D. Begg, Simpson, J. A. T. Thomas, Nielsen; for Swatow, Mrs. and Mstr. Leditu and infant.

Per C.N. s.s. Tungchow for Weihaiwei: Mrs. Hunter, Mrs. Haines and child, Miss Gilbertson, Mr. and Mrs. P. H. Nye and 2 children, Misses Murray, Phillips, Thomson, Fletcher, Mrs. J. McGregor, Messrs. E. A. Long, A. J. Welch, J. C. Hutchinson, Mrs. Hutchinson's nurse and children; for Chefoo: Mrs. Butland, Mrs. and Miss Strauff, Mrs. Cone, Mr. Burtenshaw, Mr. C. B. Cook; for Tientsin: Mr. G. W. Van Tubergen.

Per I-C. s.s. Kingsing for Weihaiwei Mrs. A. W. McPhail and child, Mrs. J. T. Ford and 2 children, Mrs. M. I. Savage and child: for Chefoo: Mrs. Post, Miss Ryan, Misses Willis, Jacob, Messrs. H. Ross, Teviotdale; for Tientsin: Miss A. Goodman.

Per C.M. s.s. Kiangteen for Ningpo: Dr. Grant; for Pootoo: Mr. Chow and family.

Per C.M. s.s. Hsinming for Chefoo: Misses H. M. Shoup and lady friend, L. Wood, I. Laxton, Mrs. Silva and child, Messrs. D. Boretta, E. Ott; for Tientsin: Mme. Blanchet, Mr. Fourcet.

Per C.M. s.s. Kiangfoo for Hankow: Mr. and Miss Gutierrez, Messrs. Chang, F. Woo.

Per C.P.O.S. s.s. Empress of Japan for Vancouver: Messrs. K. Auermaa, H. Burkwall, Mr. and Mrs. W. D. Bostick, Miss O. H. and Mstr. W. H. Bostick, Rev. J. G. G. Bompas, Mrs. Bompas, Messrs. T. Dixon, S. C. Djen, Misses A. Dodge, E. S. Eddy, Messrs. P. C. Hung, C. Han-Ching, Mrs. A. W. Huggins, Mr. E. Joseph, Miss N. M. Judson, Mr. and Mrs. F. G. Lownds and infant, Misses G. Lownds, P. and F. Lownds, E. L. Lester, Mr. Li Siao-yuen, Mr. Lim Tiam-kee, Mr. and Mrs. John Marshall, Mr. J. Mackenzie, Deaconess K. Putnam, Messrs. Peter Peng, W. V. Robinson, H. E. Sly, Miss K. Robbins, Deaconess K. E. Scott, Miss K. D. Sung, Dr. R. T. Shields, Messrs. Ting Sang-woo, Tai Kwen-in, L. L. Turner, S. Weiner, H. H. Yuen, Yang Hung, Rev. Mother Ursula, Dr. W. W. Willoughby, Mr. T. Hobbie; for Japan ports: Mr. D. L. Anderson, Mrs. C. Adams, Messrs. C. Butland, P. M. Bennett, Mrs. G. E. Brand, Messrs. J. S. Cartsairs, E. B. Clarke, Q. T. Chen, Mrs. and Miss Chen, Mr. J. A. Donovan, Mrs. Hutchinson, Mr. H. L. Hsien, Miss C. L. Hsien, Mr. S. F. Hallyer, Mrs. D. E. Johnston, Mrs. J. Lyman, Messrs. G. N. Mitchell, C. R. McBain, W. Musgrave, Mrs. Musgrave Mrs. E. Leo Mai, Mrs. An Nue, Messrs. F. R. Pratt, P. F. Pomeroy, Mrs. Pomeroy, Mrs. E. Rieger, Miss M. Sibson, Mrs. S. J. and Miss M. Shibbeth, Messrs. A. Sokolovsky, J. J. Warren Mrs. Warren.

Per K.M.A. s.s. Kaiping for Chinwangtao: Mrs. F. Gates and 2 children, Mrs. L. H. Rawosn, Mrs. Leslie, Mrs. Tolstoff, Miss Stewardson, Dr. and Mr. Isenman Mr. Moutrie, Miss Bate, Mrs. Armistead, the 2 Misses Armistead, Messr. S. A. Sleap, A. E. Sleap, J. Garlick.

Passengers Arrived

Per C.M. s.s. Kiangteen from Ningpo: Mr. and Mrs. G. Sowhsley.

Per C.M. s.s. Kianghsin from Hankow: Messrs. W. A. Sundheiner, H. W. Logan.

Per I-C. s.s. Kutwo from Hankow: Misses A. M. Kittlesbye, Ruth Nowack, M. Wold, Messrs. C. A. Roberts and 2 children, E. S. Wilkinson, H. H. Williams; from Kiukiang: Messrs. E. Fuller, Hobbie, Mme. Vander Steffel.

Per C.M. s.s. Hsinchi from Foochow: Mr. and Mrs. Gold, Mr. Poplu.

Per C.N. s.s. Shantung from Hongkong: Mrs. Ritchie, Mr. A. Dodd.

Per C.P.O.S. s.s. Empress of Japan from Hongkong: Messrs. J. W. Andrews, B. H. Bolland, C. Briffaut, W. B. Courley, Capt. and Mrs. Constant, Mr. J. Hochner, Mrs. D. B. Hawley, Mrs. E. Knollema, Dr. and Mrs. J. Samuels, and 2 children, Messrs. T. W. Shearstone, A. Strok, H. A. Wiley, Miss E. Warner, Messrs. W. W. Wullooghby, Chow Haw-can, Mr. and Mrs. Chow Tung-sang, Misses Chow, Mr. Hsu Mr. and Mrs. Mar Jun.

ISIS THEATRE

Matinee Today 3 p.m.

PEARL WHITE

in

"Pearl of the Army"

The final two episodes

TONIGHT at 7:15 and 9:30

DOUGLAS FAIRBANKS

in

"The Americano"

Five reels of laughter, thrills and romance

Sydney and Abbott

The Living Marionette—Songs, Story and Dances.

CHARLES RAY

in

"THE HIRED MAN"

Friday Night Only, 8:30 p.m.

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OLYMPIC THEATRE

IN A SPECIAL PROGRAMME

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A TREMENDOUS SPECTACLE

IN SEVEN REELS

"Never since 'Intolerance,' has there been a film on the English market to cause such appreciation as "The Sack of Rome" produced by Signor Guazzoni, producer of "Quo Vadis?" Over 20,000 people figure in the gorgeous spectacular production.

OLYMPIC THEATRE

On Thursday, July 21st

A SPECIAL PROGRAMME

By THE JEWISH

OPERETTA-DRAMATIC CO.

STAGING THE

"GRANDMOTHER AND GRANDCHILD"

(in two acts)

By A. GOLDFADEN

VICTORIA THEATRE

On SUNDAY, JULY 17th

WALLACE REID

in

"THE MAN FROM FUNERAL RANGE"

Was it to be Good-bye Forever?

She was a little San Francisco Cabaret Singer — and she'd never met his "kind" of man before. The big fellow from the lonesome lands had first amazed her — then completely won her heart. He had performed a noble act that placed her in his debt forever.

MATINEE TODAY, JULY 17th Showing

"THE MAN FROM FUNERAL RANGE"

and Two New Episodes of "THE SCREAMING SHADOW"

LYCEUM THEATRE

TOMORROW NIGHT

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THE RUSSIAN GRAND OPERA CO.

80—Artistes—80

FULL CHORUS AND ORCHESTRA OF 25

Monday, 18-7-21	"MADAME BUTTERFLY"
Tuesday, 19-7-21	"PEARL FISHERS"
Wednesday, 20-7-21	NO PERFORMANCE
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Friday, 22-7-21	"CARMEN"
Saturday, 23-7-21	"LA TOSCA"

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OLYMPIC THEATRE

TONIGHT! TONIGHT!

Jesse L. LASKY

Presents

Mary Pickford

in

"Johanna Enlists"

AN ARTCRAFT PICTURE

She's Not Grinning at the Funny Paper

That satisfied smile is caused by the other side of the page where Lina Cavalieri reveals her secrets of beauty to just such romantic, but freckled maidens.

Our little heroine faithfully heeds these helpful hints, not even balking at a bath-in milk! (take our friendly tip, this milk bath scene is worth going miles to see.)

BUT WHY DOES JOHANNA ENLIST?

MATINEE TODAY, JULY 17th Showing

MARY PICKFORD in "JOHANNA ENLISTS"

The coolest place in Shanghai. An evening in the open air will make you fresh for tomorrow.

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Open Air Cinema, 217 Bubbling Well Road

TO-NIGHT! EXTRA SPECIAL PRESENTATION

Absolutely First Run. A Film That Will Set You Thinking

"ALIMONY"

7 PARTS THE SENSATIONAL DIVORCE DRAMA 7 PARTS

"ALIMONY"

THE TIE THAT BURNS—IT SEVERS THE TIE THAT BINDS.

Josephine Whittell, as Mrs. Flint, makes her screen debut

A FIRST NATIONAL ATTRACTION

GEORGE FISHER, as the man who is interested only in married women

DO NOT MISS SEEING THIS SENSATIONAL ATTRACTION

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SUMMER GARDEN

AND

DANCE PAVILION

Tea Dansants Daily at 5:00 p.m. Except Sunday

Dancing Every Night in the Open Air at 9:30 p.m.

The Largest and Finest Dance Floor in the Orient.

The Coolest Spot in Shanghai. Special Lighting Effects.

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Special Musical Programme Each Night Between Dances.

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high power story

"CHAINS OF EVIDENCE"

A tale taken from the real life, warm with pathos, thrilling with humanity

with an exceptional cast including

MARIE SHOTWELL— EDMUND BREESE and ANNA LEHR

It will open your hearts to things you never felt before.

Usual prices. Booking at Robinson's

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BROAD FIELDS,

SMALL TOWN LIFE,

ARTISTS' STUDIOS,

ARTISTS' MODELS,

NEW YORK GAIETY, STAGE LIFE,

LAVISH AND SUMPTUOUS!

"TARNISHED REPUTATIONS"

is big, tense, gripping drama with love as its main theme.

It takes an innocent girl from a small town and makes her the plaything, for the moment, of an artist.

She goes to city and faces a struggle for existence. BUT THE ROCKIER THE ROAD TRUE LOVE TRAVELS THE GREATER, THE PEACE FOUND AT THE END OF THE JOURNEY!

It is a

LEON PERRET STORY EVERYBODY SHOULD SEE IT.

Usual Prices. Booking at Robinson's

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An extremely artistic picture

"THE SULTANA OF LOVE"

A DELIGHTFUL LOVE STORY told in Six Parts A BEAUTIFUL OFFERING

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H. B. WARNER

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"ONE HOUR BEFORE DAWN"

A sensational mystery drama. A baffling play with the throb of action and the thrill of suspense.

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Kiangfoo**, Captain Sorensen, will leave on Sunday, July 17, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. **Kianghsin**, Captain Phillips, will leave on Monday, July 18, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin**, Captain G. D. S. Mills, will leave from the French Bund on Monday, July 18, at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Tuckwo**, 3,770 Tons, Captain **Campbell**, will sail for the above mentioned ports from Hunt's Wharf on Tuesday, July 19, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions to Freight and Passenger Departments.**

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Shengking**, Capt. G. P. McAdam will leave from the French Bund on Tuesday, July 19, at about 12 o'clock midnight For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents. French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

PUKOW.—The China Navigation Co.'s Str. **Shantung**, Captain R. Robertson, will leave on Tuesday, July 19, at 10 a.m. For Freight or Passage apply to **BUTTERFIELD AND SWIRE**, Agents. Tel. C. No. 4881, Private Exchange to all Departments.

HANKOW & PORTS.—The The China Navigation Co.'s Str. **Whangpu**, Captain Pickard, will leave on Wednesday, July 20, at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE**, Agents. Tel. C. No. 4881, Private Branch Exchange to all Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Wosang**, 1,783 Tons, Captain Forster, will sail for the abovementioned ports from Old Ningpo Wharf on Thursday, July 21, at about midnight. For Freight or Passage apply to **JARDINE, MATHESON AND CO., LTD., 241. Extension to Freight and Departments.**

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Loongwo**, 3,925 Tons, Captain Gibb, will sail for the abovementioned ports from Hunt's Wharf on Friday, July 22, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Luenho**, 2,863 Tons, Captain Reid, will sail for the above mentioned ports from Hunt's Wharf on Monday, July 25, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Saiwo**, 2,671 Tons, Captain Jackson, will sail for the abovementioned ports from Hunt's Wharf on Tuesday, July 26, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW AND PORTS.—The Indo-China S. N. Co.'s s.s. **Kwang**, 1782 Tons, Capt. Christie, will sail for the above-mentioned ports from Old Ningpo Wharf on Wednesday, July 27, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co. Ltd.**, General Mangers. Tel. Central 241. Extension to Freight Department.

For Southern Ports

HONGKONG & CANTON.—The China Navigation Co.'s Str. **Kiukiang**, Captain Harding, will leave on Sunday, July 17, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents. Tel. C. No. 4881, Private Exchange to all Departments.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain J. Oudney, will leave from the French Bund on Monday, July 18, at 4:30 p.m. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents. French Bund Tel. C. No. 4881, Private Exchange to all Departments.

FOOCHOW.—The Str. **Hsinchi**, Capt. Hansen, will leave on Tuesday morning, July 19, For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The Str. **Kiangtcen**, Capt. H. Handby, will leave on Tuesday, July 19, at 3:30 p.m. For Freight or Passage apply to C.M.S.N. Co.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer **Szechuen**, Captain W. Benson, will leave from the French Bund on Tuesday, July 19, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents. French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

AMOY, HONGKONG AND CANTON.—The China Navigation Co.'s Str. **Sunning**, Capt. H. A. Wavell, will leave from the French Bund on Thursday, July 21, at noon. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund Tel. C. No. 4881, Private Branch Exchange to all Departments.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer **Yingchow**, Capt. G. Byers, will leave from the French Bund on Saturday, July 23, at daylight. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents. French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer **Shantung**, Captain R. Robertson, will leave from the French Bund on Tuesday, July 26, at daylight. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents. French Bund Tel. C. No. 4881, Private Franch Exchange to all Departments.

For Northern Ports

NEWCHWANG.—The China Navigation Co.'s Steamer **Pakhoi**, Capt. R. Stephen, will leave on Sunday, July 17, at 10 a.m. For Freight or Passage apply to **BUTTERFIELD AND SWIRE**, Agents. Tel. C. No. 4881, Private Exchange to all Departments.

VLADIVOSTOK Direct.—The s.s. **'OLEG'**, 1370 tons Captain Pereshogin, will be despatched from Shanghai on July 18. Unusually low rates. The steam launch "Vostok" conveying passengers will leave the Customs Jetty at 5 p.m. on the sailing day. For Freight and or passage, apply to S. Heimann & Co. 19a Canton Road. Tel. C. 1604.

VLADIVOSTOK Via NAGASAKI:—The Mail Steamer **'YUNGSHIN'** Captain Poolga, will be despatched from Shanghai on Tuesday, July 19. The tender conveying Mail and Passengers will leave the French Mail Jetty on Tuesday at 11 a.m. For Freight and Passage apply to L. V. Lang, No. 8 French Bund, (Tel. Nos. Central 4702 and 3059).

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien**, Capt. C. A. Christiansen, will leave from the French Bund on Tuesday, July 19, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JULY 17, 1921

Date and Destination	Per	Chi.	Br.	USA	Fr.	Jap	&c.
TODAY.							
Hongkong and Canton	Kiukiang	8.30	..	..	..	..	8.30
Hongkong	do	..	8.30	..	..	..	..
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Hongkong and Canton	China	15.30	..	..	..	..	15.30
Singapore via Hongkong	China	16.00	..	..	..	..	15.30
TOMORROW.							
Japan Ports	Yawata Maru	18.00			..	..	18.30
U. S. A. via Francisco	*W. Islip	17.00	..	..	..	..	..
Swatow, H'kong, C'ton	Kwongsang	21.00	..	..	..	..	21.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Chefoo	Waishing	21.00	..	..	..	..	21.00
Chefoo	Waishing	..	17.00	..	..	..	..
Manila Direct	W. Montana	17.00	..	..	..	..	16.30
Foochow	Hsinchi	21.00	..	..	..	..	21.00
Vladivostok	Train	..	17.00	..	..	..	..
Ningpo	Hsin Peking	..	16.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Tuesday, July 19.							
H'kong, Straits, India & Europe via Suez	C. Arcona	16.30	..	..	..	..	16.00
H'kong, S. Ports, Straits, Ceylon, India & Europe Via Suez	do	..	16.30	..	..	..	16.00
Swatow & Hongkong	Szechuen	..	8.30	..	..	..	..
S'tow, H'kong & C'ton	do	8.30	..	..	..	..	8.00
Australia & New Zealand via Hongkong	do		8.30	..	..	..	..
Japan, H'lulu, Canada, H'lulu, & Europe, via U.S.A.	†Shinyo M.	..	15.00	..	..	..	14.30
W'wei, C'foo and T'tsin	Shuntien	13.30	13.30	..	..	..	13.00
Japan, Honojulu, Canada, U. S. A. & Europe	Shinyo Maru	14.30	..	..	..	..	14.00
Japan Ports	Yawata Maru	..	9.00	..	..	..	..
Australia & New Zealand via Hongkong	Szechuen	8.30	..	..	..	..	..
N'saki and V'tok	Yungshing	..	10.00	..	..	..	9.30
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
S'tow, H'kong & C'ton	Kwongsang	21.00	..	..	..	..	21.00
Swatow and Hongkong	do	..	17.00	..	..	..	..
Hongkong	Suwa Maru	..	17.00	..	..	..	..
Japan Ports	Yawata Maru	..	..	..	..	9.00	8.30
Newchwang	*Kashing	9.00	..	..	..	..	..
Hongkong and Canton	C. Arcona	16.30	..	..	..	..	16.00
Japan Ports	Omi Maru	19.00					18.30
Thursday, July 21.							
Amoy, H'kong & C'ton	Sunning	10.30	..	..	..	..	10.00
Amoy and Hongkong	Sunning		10.30	..	..	..	
Friday, July 22.							
Swatow & Hongkong	Yingchow	..	17.00	..	..	..	..
W'wei, C'foo and T'tsin	Koonshing	12.30	12.30				12.00
S'tow, H'kong & C'ton	Yingchow	21.00	..	..	..	..	21.00
Saturday, July 23.							
W'wei, C'foo and T'tsin	Fengtien	8.30	8.30	..	..	..	8.00
Japan, Canada, U.S.A. & Europe via Canada	E. of Asia	..	12.00	..	..	..	12.00
Japan, Canada, U.S.A. & Europe	do	12.00	..	..	..	..	11.30
Manila Direct	Ecuador	15.00	..	..	..	..	14.30
Monday, July 25.							
Swatow and Hongkong	Shantung	..	17.00	..	..	..	
Japan, H'lulu, Canada, U.S.A. & Europe	Nile	15.00	..	..	..	..	14.30

*Parcel mail only.
†Superscribed correspondence only.
S. Registered at 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsingtao, Tientsin, Peking, etc.
a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 1 hour 35 minutes later than those closed for the previous night train

NEWCHWANG.—The China Navigation Co.'s Str. **Kashing**, R. F. Sheel, will leave on Tuesday, July 19 at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents. French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

VLADIVOSTOK.—The San Peh Steam Navigation Company's Steamer **SHINYUE**, Captain J. Ernest, will be despatched for the above port on or about the July 21. For Freight or Passage apply to San Peh Steam Navigation Company, Nos. 47-49 Avenue Edward VII. Tel. Nos. Freight C. 1530 & Passage C. 3283) Or to S. Heimann & Co. Sub-Agents No. 19a Canton Road, (Tel C. 1604).

ANTUNG.—The China Navigation Co.'s Str. **Wenchow**, Capt. F. H. Joune, will leave on Friday, July 22, at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. C. No. 4881, Private Branch Exchange to all Departments.

For Japan Ports

NAGASAKI DIRECT:—The Mail s.s. **'YUNGSHIN'** will be despatched from Shanghai on Tuesday, July 19. The tender conveying Mail and Passengers will leave the French Mail Jetty on Tuesday, at 11 a.m. For Freight and Passage, apply to L. V. Lang, No. 8 French Bund. (Tel Nos. Central 4702 and 3059.

Launch Services

TOMORROW

The tender Vostok conveying passengers and baggage on board the S. H. & Co. s.s. **Oleg** will leave the Customs Jetty at 5 p.m.

Tuesday, July 19, 1921.

The tender conveying passengers and baggage on board the S.M.R. s.s. **Sakaki Maru** will leave the Customs Jetty at 9:30 a.m.

The tender conveying passengers and baggage on board the L. V. Lang s.s. **Yungshin** will leave the Customs jetty at 11 a.m.

Tuesday, July 26, 1921

The tender Gutzlaff conveying passengers and baggage on board the P. and O. s.s. **Kalyan** will leave the Customs jetty at 1:30 p.m.

Siccawei Weather Reports

15.—Low pressures all over China and high pressures over eastern Nippon and over the Pacific Ocean. A typhoon area is appearing between Yap and Mindanao. Summer monsoon all along the China coasts. Cloudy weather with thunderstorms in our Valley. Rainy in Tientsin and in Shantung.

16.—Cloudy but fine morning. The pressure is slightly rising and is above the average. S.S.E.ly breezes.

SHANGHAI-VLADIVOSTOCK REGULAR SERVICE

The s.s. "YUNGHSIN," chartered, will maintain a regular direct fortnightly service between Shanghai and Vladivostock and will take passengers, mails and parcels.
This steamer has extra large staterooms on the upper deck and is fitted throughout with electric light. An excellent service and cuisine is guaranteed.
1st Class Accommodation for 12 Passengers. 2nd Class Accommodation for 30 Passengers.
For Freight and Passage, apply to

L. V. LANG
Agent

Tel. Cen. 4702 and 3059 No. 8 French Bund.

C. N. C.
CHINA NAVIGATION CO., LTD.
YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW
S.S. "NGANKIN" ..... sails July 18th, midnight.
S.S. "SHENGKING" ..... sails July 19th, midnight.
S.S. "WHANGPU" ..... sails July 20th, midnight.

Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN.
S.S. "SHUNTIEN" ..... sails July 19th, at 3 p.m.
S.S. "FENGTIEN" ..... sails July 25th, at 10 a.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.
S.S. "SZECHUEN" ..... sails July 19th, at 10 a.m.
S.S. "SUNNING" ..... sails July 21st, midnight.
S.S. "YINGCHOW" ..... sails July 23rd, at daylight.

FOR NINGPO.
S.S. "HSIN PEKING" ..... sails at 4:30 p.m. every Monday, Wednesday and Friday.

Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazette" or apply to

Telephone Central No. 4881, Private Branch Exchange to all Departments
BUTTERFIELD & SWIRE, Agents, French Bund.

CPOS
CANADIAN PACIFIC OCEAN SERVICES

QUICKEST TIME TO CANADA
UNITED STATES AND EUROPE

THROUGH TICKETS ISSUED — ALL RESERVATIONS ARRANGED, ITINERARIES PLANNED.

SAILINGS
TO VANCOUVER VIA NAGASAKI, KOBE AND YOKOHHMA

	Leave Shanghai	Leave Yokohama	Due Vancouver
Empress of Asia	July 23	July 30	Aug. 8
Empress of Russia	Aug. 20	Aug. 27	Sept. 5
Monteagle	Aug. 27	Sept. 2	Sept. 16
Empress of Asia	Sept. 17	Sept. 24	Oct. 3
Empress or Japan	Sept. 23	Sept. 29	Oct. 11
Empress of Russia	Oct. 15	Oct. 22	Oct. 31
Monteagle	Oct. 30	Nov. 5	Nov. 19

TO HONGKONG VIA MANILA
Emp. of Russia Aug. 6
Emp. of Asia Sept. 3
Emp. of Russia Oct. 1
Emp. of Asia Oct. 29

TO HONGKONG DIRECT
Monteagle Aug. 8
Emp. of Japan Aug. 31
Monteagle Oct. 17
Emp. of Japan Nov. 7

Dominion Express Travellers Checks Sold

Freight Department
Corner Peking and Yuen Ming Yuen Roads,
Telephone Central 131.
Cable Address "NAUTILUS"

Passenger Department
Palace Hotel Building
19 The Bund,
Telephone Central 131.
Cable Address "GACANPAC"

THE ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC SERVICE

Passengers and Freight, To Seattle
Via Kobe, Yokohama and Victoria, B.C.
S.S. SILVER STATE ..... AUG. 16th
S.S. KEYSTONE STATE ..... SEPT 13th
S.S. WENATCHEE ..... OCT. 4th

To Hongkong and Manila
S.S. SILVER STATE ..... JULY 28th
S.S. KEYSTONE STATE ..... AUG. 25th
S.S. WENATCHEE ..... SEPT. 15th

FREIGHT ONLY.

For Seattle, Wash.
S.S. WHEATLAND MONTANA ... JULY 18th

For Portland, Ore.
S.S. COAXET ..... AUG. 1st

For Manila and Hongkong
S.S. WHEATLAND MONTANA ... JULY 18th

Through Bills of Lading issued to all U.S. and Canadian Overland Points. For Freight and Passenger Particulars apply to

THE ADMIRAL LINE
R. W. BRUCE, Agent
Telegraphic Address: "ADMIRALINE"
Cor. Nanking and Kiangse Rds.
Tel. C. 5971, 5972 and 5973.

ANYWHERE ON THE PACIFIC

PACIFIC MAIL S.S. CO.
AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
PASSENGER and FREIGHT

For San Francisco via Yokohama, Kobe and Honolulu	For Hongkong via Manila
S.S. Ecuador ..... Aug. 13	S.S. Ecuador ..... July 23
S.S. Empire State .. Sept. 3	S.S. Empire State .. Aug. 13
S.S. Golden State .. Sept. 16	S.S. Golden State .. Aug. 20

SHANGHAI—CALCUTTA SERVICE
FREIGHT ONLY
Calling at Hongkong, Saigon, Singapore and Penang.
S.S. CADOPEAK ..... July 16

ROUND THE WORLD FREIGHT SERVICE
Regular monthly sailings for Manila, Hongkong, Saigon, Singapore, Calcutta, Colombo, Bombay, Port Said, Alexandria, Marseilles, Barcelona and Baltimore.
S.S. EASTERN IMPORTER .... About July 20

PANAMA SERVICE
PASSENGER and FREIGHT
Regular Bi-monthly sailings for Mexico, Central America, Panama, West Coast of South America.

SAN FRANCISCO-BALTIMORE SERVICE
FREIGHT ONLY.
Regular Bi-monthly sailings for Baltimore calling at Cuban Ports.
Through Bills of Lading issued to all Points in United States, Mexico, Central America, South America, and Cuba.

PACIFIC MAIL STEAMSHIP COMPANY
1B, Nanking Road. Telephone Central 5056.
Palace Hotel Building, Cable Address "SOLANO."

T. K. K.
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai
Via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO
"SHINYO MARU" Via Nagasaki ..... July 19
"TAIYO MARU" Via Nagasaki ..... Aug. 16
"SIBERIA MARU" Via Dairen ..... Aug. 30
"TENYO MARU" ..... Sept. 12

FOR HONGKONG
"TAIYO MARU" Via Manila ..... July 28
"SIBERIA MARU" direct ..... Aug. 16
"TENYO MARU" Via Manila ..... Aug. 28
"KOREA MARU" ..... Sept. 5

Spend your summer holidays in Japan, Convenient sailings by the T. K. K. passenger liners at moderate rates.

For information regarding Passenger Fares, Freight Rates etc., apply to
S. KINNO, Acting Manager,
71 Szechuen Road, Shanghai
Telephones C. 3229 and 3230.

LLOYD TRIESTINO
Fast Passenger Service
Regular Sailings for TRIESTE AND ADRIATIC PORTS
taking cargo on through Bill of Lading to
ADRIATIC (FIUME INCLUDED), LEVANT, BLACK SEA AND DANUBE PORTS.
Next sailings:—
for
BRINDISI, VENICE AND TRIESTE via PORTS.
S.S. "TRIESTE" ..... end of August
S.S. "PERSIA" ..... beginning of October
(The S.S. "Trieste" besides the Single Saloon Class carries 104 3rd Class berths)
"Steamers and Dates liable to be altered or cancelled without notice."
For particulars regarding freight and passages apply to:—
LLOYD TRIESTINO S. N. CO.
Sasoon Building
(No. 28 Kiangse Road) Telephone Central No. 5095

CHINA MAIL S.S. CO., LTD.
PASSENGERS AND FREIGHT
Sailings From Shanghai
(Subject to Change)
FOR SAN FRANCISCO VIA JAPAN AND HONOLULU

	Leave Shanghai	Arrive San Francisco
S.S. "NILE"	July 25	Aug. 16
S.S. "CHINA"	Aug. 12	Sept. 3
S.S. "NANKING"	Sept. 13	Oct. 5

FOR HONGKONG AND MANILA DIRECT
S.S. "NANKING" Aug. 25
S.S. "NANKING" Nov. 10

FOR HONGKONG AND SINGAPORE DIRECT
S.S. "CHINA" July 17
S.S. "NILE" Sept. 11

Through Bills of Lading issued to United States and Canadian Overland Points, Mexico, Central and South America, Panama, Cuba and Atlantic Coast Ports of the United States.
Special arrangements for through shipments to Havana, Cuba.
For information regarding Passenger Fares, Freight Rates and further particulars as to sailings, apply to
F. R. BARRETT
FREIGHT AND PASSENGER AGENT
Corner Szechuen and Kiukiang Roads.
Telegraphic Address "CHIMAIL"
Telephones:
General Office Central 4773
Agent Central 5311

GENERAL SHIPPING NEWS

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.

Marseilles, London and Antwerp via Hongkong, Singapore, Penang, Colombo, Suez, and Port said:—

	Tons		
YOKOHAMA MARU	12,500	Capt. S. Shirai,	July 30

EUROPEAN LINE CARGO SERVICE

For London, North Continental Ports via Ports:—
For Marseilles and Liverpool via ports:—

FOR VICTORIA AND SEATTLE via Nagasaki, Kobe, Yokohama.

FUSHIMA MARU	21,020	Capt. R. Shimizu,	Aug. 28

FOR SAN FRANCISCO, NEW YORK Via Panama

Calling at Japan Ports

LYON MARU	15,000	Capt. K. Miyazawa,	Aug. 9

FOR SOUTH AMERICA LINE (Sailing from Kobe).

For Buenos Ayres, Santos, Rio de Janeiro via Durban and Cape Town:—

KANAGAWA MARU	12,500	Capt. K. Shibaya,	Sept. 7

FOR YOKOHAMA VIA NAGASAKI, MOJI AND KOBE.

YAWATA MARU	7,000	Capt. S. Fujimura,	July 19
KASUGA MARU	7,000	Capt. H. Kishira,	July 26
TAKESHIMA MARU	4,500	Capt. T. Takechi,	Aug. 1

FOR KOBE AND OSAKA VIA MOJI (Osaka may be omitted).

OMI MARU	7,000	Capt. S. Yoshimatsu,	July 20
CHIKUGO MARU	5,500	Capt. S. Kishimoto,	July 23
YAMASHIRO MARU	7,000	Capt. S. Kusakari,	July 27
KUMANO MARU	9,500	Capt. K. Kobayashi,	July 30

FOR KOBE DIRECT.

SADO MARU	12,600	Capt. E. Takahashi,	July 26

FOR HONGKONG.

SUWA MARU	21,000	Capt. M. Machida,	July 20
SUWA MARU	21,000	Capt. M. Machida,	Aug. 7

FOR MANILA AND HONGKONG.

FUSHIMI MARU	11,000	Capt. R. Shimidzu,	Aug. 10

FOR AUSTRALIA (Sailing from Hongkong).

For Manila, Zamboanga, Thursday Isl., Townville, Brisbane, Sydney, Melbourne:—

AKI MARU	12,500	Capt. G. Shinomiya,	Aug. 16
TANGO MARU	14,000	Capt. S. Saito,	Sept. 20
NIKKO MARU	10,000	Capt. S. Takano,	Oct. 18

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
I. MATSUDAIRA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

"THE NORTH CHINA LINE"

COLUMBIA PACIFIC SHIPPING CO.
SUDDEN & CHRISTENSON
ROOSEVELT STEAMSHIP LINE (Around the World Service)

AND

Sailing From Shanghai

	about
S.S. "VINITA"	July 19th, 1921
S.S. "WEST KADER"	Aug. 3rd, 1921
S.S. "WEST KEATS"	To follow
S.S. "WEST NIVARIA"	To follow

Cargo Service between

PORTLAND, OREGON

and

Shanghai, Tsingtao, Tientsin, Dairen and Japan Ports

Through Bills of Lading to New York, Baltimore, Philadelphia, Charleston and Boston in connection with Fast Inter-Coastal Liners.

Through Railway Bills of Lading to the principal cities of the United States and Canada.

For information as to freight rates, etc., apply to:

CHINA PACIFIC CO.

C. L. SEITZ, *General Agent.*
Telephone C. 463. No. 6 Kiukiang Road, Shanghai (4th floor)

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile Steamship Co.)

Under Mail Contract with Imperial Japanese Government

Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE, For Marseilles, London, Antwerp, Rotterdam and Hamburg, via Hongkong, Singapore and Colombo.

	Tons	Capt.	Arrive	Leave.
*HIMALAYA MARU	10,000	Ezae	Aug. 7	Aug. 9

NEW YORK LINE, For San Francisco, Panama and Dairen, via Japan Ports.

*HAVANA MARU	10,000	Imai,	July 22	July 23

PUGET SOUND LINE, For Tacoma, Victoria, Seattle and Vancouver via Karotsu, Kobe and Yokohama.

ANZONA MARU	20,000	Fuchigami,	July 25	July 27

FOR HONGKONG Via Manila

MANILA MARU	20,000	Semekawa,	July 21	July 23
AFRICA MARU	20,000	Ohyama,	Aug. 9	Aug. 11

FOR NORTH CHINA PORTS, For Dairen via Tientsin.

SEIKYO MARU	5,000	Capt. Kamizawa	July 13	July 17

FOR FORMOSA, For Takao, Keelung via Foochow.

KOHOKU MARU	5,000	Akagawa,	July 19	July 21

Those steamers marked * have no passenger accommodation.

The Company also runs numerous steamers from Japan to principal Ports of the world.

Through freight booked from Shanghai for Transhipment at Kobe.

OSAKA SHOSEN KAISHA

Union Building, 4 The Bund, Tel. Nos. Central 4233, 4234 and 4235. O.S.K., Yangtszepoo Wharf, Tel. Nos. Central 2215, East 208 and 213. Tel. Addres: SHOSEN, Shanghai.

P. & O., British India, Apcar, E. & A. S.S. Lines

(Companies incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP via HONGKONG; STRAITS, CEYLON, EGYPT

S.S. "SYRIA"	July 26th
S.S. "KALYAN"	Aug. 2nd
S.S. "MANELA"	Aug. 15th
S.S. "KASHMIR"	Aug. 29th

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DUNERA"	Aug. 18th
S.S. "DILWARA"	Sept. 1st

FOR CALCUTTA DIRECT FROM HONGKONG

S.S. "GREGORY APCAR"	July 29th
S.S. "JAPAN"	Aug. 21st

FOR SYDNEY from HONGKONG

S.S. "KANOWNA"	July 25th
S.S. "ST. ALBANS"	Aug. 22nd
S.S. "EASTERN"	Sept. 19th

P. & O. and B.I.S.N. Co.'s tickets interchangeable.

Steamers and sailing dates are liable to be altered or cancelled without notice.

For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.

AGENTS

24 The Bund, Shanghai

Telephones: General: Central 169; Passage: Central 2510; Freight: Central 2069

BARBER STEAMSHIP LINES, INC.

FOR NEW YORK AND BOSTON via PANAMA

S.S. BELL FLOWER ..... AUG. 6th

FOR LONDON - ANTWERP - ROTTERDAM

S.S. DRYDEN ..... AUG. 10th

Special Arrangements can be made for full Cargoes.

For rates and particulars apply to

THE BARBER S. S. LINES, INC.

THE ADMIRAL LINE, Agents.

Cor. Nanking and Kiangse Rds. Tel. C. 5971, 5972 and 5973

STRUTHERS & DIXON

INCORPORATED

Pacific Representatives and Operators

Green Star Line

For Los Angeles & San Francisco—via Japan and Honolulu.
U.S.S.B. "WEST ISLIP" ..... July 19th

For Seattle—via Japan
U.S.S.B. "WEST IVIS" ..... Aug. 3rd

For New York—via Suez Canal
U.S.S.B. "LORAIN" ..... Aug. 10th

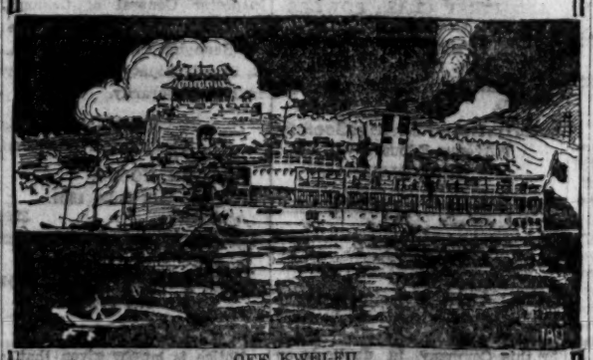
For information on rates, etc., apply to

EXECUTIVE OFFICE FOR THE FAR EAST, Shanghai, China.
L. EVERETT, Vice President.

SHANGHAI OFFICE, 7 Jinkee Road, Tel. Cent. 5017 and 5018
W. B. Lunt, Agent.

Telegrams "DIXSTRUTH"

Through The
YANGTSZE GORGES
by
MACKENZIE & CO., LTD.'S
S.S. "LOONG MOW"
Lieut.-Commander S. Hall, R. N. R. (Captain)



OFF KWEI-FU

For particulars as to freight and passage, apply to
BUTTERFIELD & SWIRE

Or agents for the owners
THOS. COOK & SONS
For passengers only

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
July	18 —	Portland, ports	W. Montana	Am.	Adl. Line
July	19 —	Portland, Ore.	Vinita	Am.	Ch. P. Co.
July	19 —	San Francisco, ports	West Islip	Am.	S. & Dix
July	19 —	San Francisco	†Sanyo Maru	Jap.	T. K. K.
July	23 —	New York	Havana Maru	Jap.	[illegible]
July	23 —	Vancouver	†E. of Asia	Br.	C. P. O. S.
July	25 —	San Francisco	†Nile	Br.	China Mail
July	28 —	New York	Helenus	Br.	B. & S.
Aug.	1 —	New York v. Suez	Esther Dollar	Br.	Dollar Co.
Aug.	1 —	Portland, Ore.	Coaxet	Am.	Adl. Line
Aug.	3 —	Portland, Ore.	West Kader	Am.	Ch. P. Co.
Aug.	3 —	Seattle, portst	West Ivis	Am.	S. & Dix
Aug.	6 —	New York	Bellflower	Am.	Adl. Line
Aug.	7 —	Seattle, ports	†Suwa Maru	Jap.	N. Y. K.
Aug.	9 —	New York via P'ma	Lyon Maru	Jap.	N. Y. K.
Aug.	10 —	New York via Suez	Lorain	Am.	S. & Dix
Aug.	12 —	San Francisco	†China	Am.	China Mail
Aug.	13 —	San Francisco	†Ecuador	Am.	P.M.S.S. Co.
Aug.	16 —	Seattle	†Silver State	Am.	Adl. Line
Aug.	16 —	San Francisco	†Taiyo M.	Jap.	T. K. K.
Aug.	20 —	Vancouver	†E. of Russia		
Aug.	27 —	Vancouver	†Monteagle	Br.	C. P. O. S.
Aug.	30 —	San Francisco	†Siberia Maru	Jap.	T. K. K.
Sep.	12 —	San Francisco	†Tenyo Maru	Jap.	T. K. K.
Sep.	13 —	Seattle	†Keystone State	Am.	Adl. Line
Sep.	13 —	San Francisco	†Nanking	Am.	China Mail
Sep	16 —	San Francisco	†Golden State	Am.	P.M.S.S. Co.
Sep.	17 —	Vancouver	†E. of Asia	Br.	C. P. O. S.
Sep.	23 —	Vancouver	†E. of Japan	Br.	C. P. O. S.
Oct.	4 —	Seattle	†Wenatchee	Am.	A. Line
Oct.	15 —	Vancouver	†E. of Russia	Br.	C. P. O. S.
Oct.	30 —	Vancouver	†Monteagle	Br.	C. P. O. S.

FOR JAPAN PORTS

July	18	11.00* Nagasaki	Yungshin	Chi.	L. V. Lang
July	19 —	N'saki, K., Y'hama	Yawata Maru	Chi.	C.M.S.N. Co.
July	20 —	Moji, Kobe, Osaka	Omi Maru	Jap.	N. Y. K.
July	23 —	Moji, Kobe, Osaka	Chikugo M.	Jap.	N. Y. K.
July	26 —	N'saki, K., Y'hama	Kasuga Maru	Jap.	N. Y. K.
July	27 —	Moji, Kobe, Osaka	Yamashiro M.	Jap.	N. Y. K.
Aug.	1 —	N'saki, K., Y'hama	Takeshima M.	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

July	17 —	London, ports	Glenavy	Br.	G. L. E. A.
July	18 —	Hamburg, ports	Lycaon	Br.	B. & S.
Aug.	21 —	London, ports	Glenade	Br.	G. L. E. A.
July	21 —	Liverpool	Agamemnon	Br.	B. & S.
July	26	10.30* London, ports	†Syria	Br.	B. & S.
July	30 —	London, ports	Yokohama Maru	Jap.	N. Y. K.
Aug.	1 —	Hamburg, ports	Radja	Dut.	H. C. T. Co
Aug.	2 —	London, ports	†Kalyan	Fr.	M. M. Cie
Aug.	10 —	Rotterdam, ports	Dryden	Am.	Adl. Line
Aug.	11 —	Antwerp, ports	Teiresias	Br.	B. & S.
Aug.	15 —	London, ports	†Manela	Br.	M. M. & Co
Aug.	16 —	Bombay, ports	†Dunera	Br.	M. M. & Co
Aug.	19 —	Liverpool, ports	Cyclops	Br.	B. & S.
Aug.	25 —	London, ports	Glenamoy	Br.	G.L.E.A.
Aug.	25 —	Antwerp, ports	Atreus	Br.	B. & S.
Aug.	29 —	London, ports	Kashmir	Br.	M. M. & Co
Aug.	30 —	Trieste, ports	Trieste	Ital.	L.T.S.N. Co.
Sep.	1 —	Bombay, ports	Dilwara	Br.	M. M. & Co.
Sep.	1 —	Hamburg, ports	Keemun	Br.	B. & S.
Sept.	1 —	Hamburg, ports	Tjisondari	Dut.	H. C. T. Co
Sep.	2 —	Liverpool, ports	Ascanius	Br.	B. & S.
Sep.	9 —	Liverpool, ports	Calchas	Br.	B. & S.
Oct.	1 —	Hamburg, ports	Alderamin	Dut.	H. C. T. Co

FOR SOUTHERN PORTS

July	17	10.00* Hongkong, Canton	Kiukiang	Br.	B. & S.
July	17	D.L. S. H'kong, C'ton	Hopeang	Br.	J. M. & Co.
July	18	4:30 Ningpo	Hsin Peking	Br.	B. & S.
July	18	5:00 Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
July	18	6.00 Foochow	Ningshin	Chi.	S.P.S.N. Co.
July	18 —	Hongkon, S'pore	China	Am.	China Mail
July	18 —	Manilla, Hongkong	W. Montana	Am.	Adl. Line
July	19 —	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
July	19	4.30 Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
July	19	10.00* S. H'kong, C'ton	Szechuen	Br.	B. & S.
July	19	D.L. S. H'kong, C'ton	Kwongsang	Br.	J. M. & Co.
July	20 —	Hongkong	Suwa Maru	Jap.	N. Y. K.
July	21	noon A. H'kong, C'ton	Sunning	Br.	B. & S.
July	23	D.L. S. H'kong, C'ton	Yingchow	Br.	B. & S.
July	23 —	Hongkong	Manila Maru	Jap.	O. S. K.
July	23 —	Manilla, Hongkong	Ecuador	Am.	P.M.S.S. Co.
July	26 —	Manilla, Hongkong	Taiyo Maru	Jap.	T. K. K.
July	26	D.L. S. H'kong, C'ton	Shantung	Br.	B. & S.
July	29 —	Hongkong, Manila	Silver State	Am.	Adl. Line
Aug.	6 —	Manilla, Hongkong	E. of Russia	Br.	C. P. O. S.
Aug.	8 —	Hongkong	Monteagle	Br.	C. P. O. S.
Aug.	10 —	Hongkong	Siberia Maru	Jap.	T. K. K.
July	10 —	Manilla, Hongkong	Fushimi Maru	Jap.	N. Y. K.
July	15 —	Manilla, Hongkong	Empire State	Am.	P.M.S.S. Co.

THE ROBERT DOLLAR CO. SAN FRANCISCO

DOLLAR LINE

REGULAR TRANS-PACIFIC AND NEW YORK FREIGHT SERVICE

MANILA—HONGKONG—SINGAPORE—SHANGHAI TO AMERICA

SAILINGS FOR VANCOUVER

S.S. "Bessie Dollar"	August

SAILING FOR NEW YORK

S.S. "Bessie Dollar" via Panama	August
S.S. "Esther Dollar" via Suez	Aug. 1st
S.S. "Grace Dollar" via Suez	August

SAILINGS FOR HONGKONG, MANILA, SINGAPORE AND CALCUTTA

S.S. "Esther Dollar"	Aug. 1st
S.S. "Grace Dollar"	Aug.

Through Bills of Lading issued to Points Beyond. Through Railway Bills of Lading issued to the Principal Cities of the United States and Canada. For further information as to Freight Rates, etc. apply to

THE ROBERT DOLLAR COMPANY
Union Building, Canton Road
TELEPHONE: CENTRAL 2303

Schiller & Co.
EXPRESS AND FORWARDING AGENTS AND CUSTOMS BROKERS

BRITISH FIRM—ESTABLISHED 1885
Insurance, Cartage Contractors, Expert Furniture and Curio Packers, Warehousing at Lowest Rates.
GOODS DELIVERED TO ALL PARTS OF THE WORLD
Telephone Central 204 9 Ezra Road, Shanghai.

FOR NORTHERN PORTS

July	17 —	Chefoo, Tientsin	Hsinming	Chi.	C.M.S.N. Co.
July	17 —	Chefoo, Newchwang	Hangkong	Chi.	C.M.S.N. Co.
July	17	10.00* Newchwang	Pakhoi	Br.	B. & S.
July	17 —	Tientsin, ports	Seikyo Maru	Jap.	O. S. K.
July	18	5.00 Vladivostok	Oleg	Rus.	
July	19	11.00* Vladivostok	Yungshin	Chi.	L. V. Lang
July	19	10.30* Tsingtao, Dairen	Sakaki Maru	Jap.	S.M.R. Co.
July	19	D.L. Tsingtao	Waishing	Br.	J. M. & Co.
July	19	10.00* Newchwang	Kashing	Br.	B. & S.
July	19	3.00 W'wei, C'foo, T'tsin	Hangkow	Br.	B. & S.
July	21 —	Vladivostok	Shinyus	Chi.	S.P.S.N. Co.
July	22	noon Antung	Lungchow	Br.	B. & S.
July	23	10.00* W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.
July	23	noon Tsingtao	Suiyang	Br.	B. & S.

FOR RIVER PORTS

July	17	M.N. Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
July	18	M.N. Hankow, etc.	Kiangbsin	Chi.	C.M.S.N. Co.
July	18	M.N. Hankow, etc.	Nganking	Br.	B. & S.
July	19	M.N. Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
July	19	M.N. Hankow, etc.	Tuckwo	Br.	J. M. & Co.
July	19	M.N. Hankow, etc.	Shengking	Br.	B. & S.
July	19	10.00* Pukow	Shantung	Br.	B. & S.
July	19	M.N. Hankow, etc.	Changon	Chi.	S.P.S.N. Co.
July	20	M.N. Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
July	20	M.N. Hankow, etc.	Whangpu	Br.	B. & S.
July	21	M.N. Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
July	21	M.N. Hankow, etc.	Wosang	Br.	J. M. & Co.
July	21	M.N. Hankow, etc.	Tatung	Br.	B. & S.
July	22	M.N. Hankow, etc.	Loongwan	Br.	J. M. & Co.
July	22	M.N. Hankow, etc.	Chungking	Br.	B. & S.
July	23	M.N. Hankow, etc.	Woosung	Br.	B. & S.
July	24	M.N. Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
July	25	M.N. Hankow, etc.	Kiangan	Chi.	C.M.S.N. Co.
July	25	M.N. Hankow, etc.	Luenho	Br.	J. M. & Co.
July	25	M.N. Hankow, etc.	Poyang	Br.	B. & S.

* A.M. M.N.—MIDNIGHT D.L.—DAYLIGHT
† CARRYING MAIL.

Departures

Date		For	Ships Name	Flag	Agents
July	16 —	Hankow, etc.	Suiwo	Br.	J. M. & Co.
July	16 —	Hankow, etc.	Tehhsing	Chi.	S.P.S.N. Co.
July	16 —	Hankow, etc.	Luenyi	Br.	B. & S.
July	16 —	Hankow, etc.	Tatoo Maru	Jap.	N.K.K.
July	16 —	Pootoo	Ningshin	Chi.	S.P.S.N. Co.
July	16 —	Hongkong	Brielle	Dut.	H. C. T. Co
July	16 —	S. H'kong, C'ton	Chenan	Br.	B. & S.
July	16 —	Japan	Kumano Maru	Jap.	N. Y. K.
July	16 —	Kobe	Kumsang	Br.	J. M. & Co.
July	16 —		Tungchow	Br.	B. & S.
July	16 —	W. C'foo, T'tsin	Kingsing	Br.	J. M. & Co.
July	16 —	W. C'foo, T'tsin	Tungchow	Br.	B. & S.
July	16 —	Chinwangtao	Kaiping	Br.	K. M. A.
July	16 —	London, ports	Glenluce	Br.	G.L.E.A.
July	16 —	Native Customs	Nissho Maru	Jap.	O. Shokai
July	16 —	Newchwang	Irene	Chi.	C.M.S.N. Co.
July	16 —	Seattle, ports	Kashima Maru	Jap.	N. Y. K.
July	16 —	Vancouver	E. of Japan	Br.	C.P.O.S.
July	16 —	Kobe	Tamba Maru	Jap.	N. Y. K.
July	16 —	Ningpo, Pootoo	Kiangteen	Chi.	C.M.S.N. Co.

Arrivals

Date		From	Ships Name	Flag	Agents
July	16 —	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
July	16 —	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
July	16 —	Hongkong	Shantung	Br.	B. & S.
July	16 —	Chinwangtao	Daitoku	Jap.	K.M.A.
July	16 —	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
July	16 —	Japan	Yawata Maru	Jap.	N. Y. K.
July	16 —	Hankow, etc.	Kutwo	Br.	J. M. & Co.
July	16 —	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
July	16 —	Hankow, etc.	Nganking	Br.	B. & S.
July	16 —	Hongkong	E. of Japan	Br.	C.P.O.S.
July	16 —	Chinwangtao	Otaru Maru 2	Jap.	K.M.A.
July	16 —	London, ports	Glenshane	Br.	G.L.E.A.

Information For Mariners

SUNDAY, JULY 17, 1921

High Water at Woosung Bar

(The night tides are higher than the day tides, they are about equal between 4 and 5 o'clock).

Approximate rise, at springs 4 1/4 h; at heaps, 5 h.
fall, at springs 8 1/4 h; at heaps, 7¾ h.

A.M. Time	A.M. Rangs	P.M. Time	P.M. Rangs
10h. 37m.	5ft. 2in.	11h. 2m.	8ft. 1in.

Hight Water at Tungsha Lightship

(The night tides are higher than the day tides).

Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H.	A.M. M.	P.M. H.	P.M. M.
9	28	9	54

Time of Moonrise, Moon set, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
4.48 p.m.	2.45 a.m.	5h. 7in.	7h. 4m.	4h. 22m.	7h. 49m.

Mean Barometric Pressure at Shanghai.
For July 29.69 in.
754.3 mm.

Through the World-Famous
YANGTSZE GORGES

THE ROBERT DOLLAR CO.

IS OPERATING THE FAST FREIGHT AND PASSENGER STEAMERS

"ALICE DOLLAR"

AND

"ROBERT DOLLAR II"

Between Ichang and Chungking, through the Wonderful Yangtze Gorges.

The s.s. "ALICE DOLLAR" is a new vessel just completed and the s.s. "ROBERT DOLLAR II" has been practically rebuilt. Both of these fine steamers are fast and no expense has been spared in fitting them with all modern comforts and conveniences, including large state rooms, electric lights, fans, refrigerator plants, excellent cuisine, etc.

Passenger tickets may be booked

at the offices of

THE ROBERT DOLLAR CO.
1 Canton Road, SHANGHAI. HANKOW.
and
THOS. COOK & SON
SHANGHAI.

TYRE SERVICE THAT is SERVICE
Pennsylvania Vacuum Cup tyres for better service.
H.S. HONIGSBERG & CO. INC.
P. GIOVANNINI TYRE DEPT

The China Press
大陸報

SHANGHAI, SUNDAY, JULY 17, 1921

THE GILL PISTON RING
is a simple, efficient, one-piece ring which requires little or no fitting. Use it in your motor car or motor truck.
Let us tell you all about it
THE CENTRAL GARAGE CO.
9 Hongkong Road. Tel. C. 6006

Business and Official Notices

Cable "MOORE" Shanghai — ESTABLISHED 1874 — Codes A1, ABC 5th Ed. & Bentley's

L. MOORE & Co.
LIMITED

45 Kiangse Road Shanghai
Auctioneers, Valuers, Land Brokers

Phone { Auction Dept. C. 153
Fire Loss Adjusting Dept. C. 6123

AUCTION INDEX

Monday, July 18th.—A comprehensive collection of good books on most subjects in Upper Salesroom at 4 p.m.

Monday, July 18th.—Excellent Household Furniture and Sundries at 57 Range Road.

Monday, July 18th.—Good Surplus Furniture at Cafe Parisien Avenue Edward VII at 10 a.m.

Tuesday, July 19th.—Excellent Household Furniture and Sundries at 17 Chusan Road.

Wednesday, July 20th.—Sundry Sound and damaged cargo in godown at 2.30 p.m.

Wednesday, July 20th.—Household Furniture, etc., in back Salesroom at 10 a.m.

Thursday, July 21st.—Good Wines and Provisions in Salesroom at 10 a.m.

Saturday, July 23rd.—Superior Household Furniture and Sundries in front Salesroom at 10 a.m.

Monday, July 25th.—Superior Household Furniture and accessories at 4 Carter Road.

SHANGHAI AUCTIONEERS, LIMITED

Telephone No. 5021

FIRE LOSS ADJUSTERS FOR INSURANCE

Valuers for Probate

Inventories of furniture taken at shortest notice and at reasonable rates

Also

Land and Estate Agents

FRESH BUTTER
"DAISY"
BRAND
and
"MEADOW"
BRAND
in one-lb. pats.

Fresh, Pure, and Delicious.

These brands of finest quality Fresh Butter are supplied daily to all leading Storekeepers.

OUTPORT ORDERS

Butter for outports (minimum 10 lbs.) is packed in pure machine made ice, free of charge. Orders may be sent to us direct.

GEDDES & CO., LD.
5 Peking Road Tel. C.346.

Business and Official Notices are Continued on Page 16 and 17

Hankow and Ports

The Hoong On S.S. Co.'s Steamer Chang-On, Capt. Warlid, will leave from the Ningshao Wharf, Chinese Bund, Nantao, on Tuesday, the 19th July, at about 12 o'clock (midnight) (Cabins fitted with electric fans). Passage Money, Shanghai to Hankow, $40 single and $60 return. For Freight or Passage apply to office of the Company, 47-49 Avenue Edward VII. Telephones: Freight 1520; Passage 3283.

39644

Important Notice

We have perused an article in the Peking and Tientsin newspapers about the sale of the undermentioned Company to the foreigners by Mr. Chang Kien Hoa (張謇), which has much surprised us. As this Company is part of the public estate of the "Chang Tzu" (張氏), no person or persons (Chang Tzu) can sell it individually and privately even the public (foreign and Chinese) cannot purchase without legal action. The business of this Company has been growing steadily, its trustworthiness and good financial standings are well known to the public, therefore, no necessity exists to sell to others or to issue any share script. If any mortgage is made through Mr. Chang with others it is to be considered as his personal affair, and this Company will not be responsible for same.

(Sgd.) Managing Director, Manager & Sub-Manager.
Chang Yu Pioneer Wine Co., Ltd., Chefoo.

39483

Ask for
SANDY MAC
SPECIAL LIQUEUR
Scotch Whisky

W. Funder & Co.

Auctioneers, Valuers, Land Brokers and Appraisers
will sell within their Salesroom
No. 49 KIANGSE ROAD
Tuesday, 19th July at 10 a.m.
Excellent New Household Furniture and Effects
comprising

Mirror-back hat and umbrella stand, **Mahogany-stained teakwood silk tapestry upholstered drawing room suite,** center tables, teakwood jardiniere stands, lacquered stools and teapoys, cretonne-covered double-spring Chesterfield couch and easy chairs, **white enamel-painted tafetta-covered teakwood drawing room suite,** large photogravures in mahogany-stained frames, lace curtains, vases and ornaments, mahogany-stained mirror-back sideboard, cellarette, extension dining table, reversible seat morocco leather-covered dining chairs, ice chests, electric reading lamps and table fans, **English porcelain dinner set,** cutlery, E.P. and glassware, table linen, oakwood roll-top desks, bookcases, letter files, typewriter desks, **Teak and oakwood bedroom suites with double and single mirror-door wardrobes,** white enamelled brass-mounted and solid brass single and double bedsteads, toilet sets, nickel-plated towel racks, pictures, Etc.

also

2 Large iron safes (G. & H. Bauche)
1 New "Hercules" free-wheel bicycle
1 "Hawthorne" gramophone
2 New gramophones with horns
1 Iron enamelled sink
1 Sanitary closet

also

1 Set of silver fish knives, forks and carvers in case
1 Set of coffee cups, saucers and spoons in case

W. Funder & Co.

Auctioneers, Valuers, Land Brokers and Appraisers
will sell within their Godown
No. 18 PEKING ROAD
On Tuesday, the 19th July at 2.30 p.m.
A QUANTITY OF

Face cream, face powder, mineral tablets, foot powder, Izal, iron nails, water boilers, pill machines, dynamos, motors, writing ink, varnish, copper wire mesh, steam pipes, gas pipes, tea strainers, beer, cooking stoves, hand pumps, and 3 cases claret damaged), etc.

Also

4 Cases pink dyes
On View Tuesday morning

Dr. Walter G. Hiltner
and
Dr. Thomas B. Dunn

are now located in their
NEW OFFICES
24 NANKING ROAD
4th Floor Ezra Building
Telephones:
Office, C. 1170
Residence, N. 1607
OFFICE HOURS:
Dr. Hiltner, 11:30-12:30, 2-4 p.m.
Dr. Dunn, 11-12, 2-4 p.m.

39262

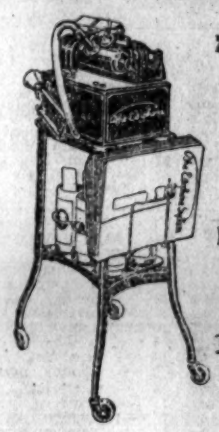
ANNOUNCEMENT

Hereafter Dr. Thomas B. Dunn will have his office with Dr. W. G. Hiltner at 24 Nanking Road, 4th Floor, Ezra Building.

39262

WHAT A TIME SAVER!!!
WHAT A CONVENIENCE!!!

THE GENUINE EDISON DICTATING MACHINE
The Ediphone
BUILT BY EDISON FOR BETTER LETTERS



Have a set installed on trial.
Approval will surely follow.

THERE'S NO CHARGE

Let our man call on you

'Phone C. 4778
THE OFFICE APPLIANCE CO
22 Nanking Road
SHANGHAI

Stewart
Hand Operated
WARNING SIGNAL

FOR AUTOMOBILES
Beautifully finished in black, baked in enamel. Built to outwear two or three cars

The Shanghai Horse Bazaar & Motor Co., Ltd.

LOST

The Public is hereby informed that a Cash Order in English, issued by the Shanghai Commercial & Savings Bank, Ltd., No. F6/1028 dated June 15th, 1921, for Taels Three Hundred and Four (Tls. 304) made payable to the Commercial Press, Ltd., has been lost or stolen, and is hereby declared null and void. 39658

CHINESE POST OFFICE
Notification No. 509.

AERIAL MAIL SERVICE.

The public is hereby notified that the Aerial Mail Service between Peking and Tsinan will be resumed on 18th July.

C. H. SHIELDS,
Postal Commissioner.

Chinese Post Office,
Shanghai, 16th July, 1921.

39654

NOTICE

Through an error on our part we issued a circular to the effect that we took over the management, business, and assets of Messrs. King Tai & Co., furniture manufactures and decorators, whereas the truth is that we have taken over only the premises formerly occupied by Messrs. King Tai & Co., to whom we hereby offer our sincere apologies.

ORIENTAL FURNISHING CO.,
113 Szechuen Road.

39653

FOOCHOW

The San Peh Co.'s Steamer "Ning Shin," Capt. Augestad, will leave from the Ningshao Wharf, Chinese Bund Nantao, on Monday, the 18th July, at about 6 p.m. This steamer has extra large cabins with all the conveniences of a Mail Steamer, with observation saloons fore and aft. Excellent service and cuisine. Passage fare, Shanghai to Foochow, single $30 and return $48. For Freight or Passage, apply to the office of the Company, 47-49 Avenue Edward VII. Telephones, Freight C. 1520 and Passage C. 3283.

39623

Amusement Advertising will be found on Page 20 and 21

S. S. "VINITA"
From Portland

NOTICE TO CONSIGNEES

An examination of broken and ship damaged cargo will be held at the Chang Kah Pang Wharf on Wednesday, 20th July, at 9 a.m., when the Marine Surveyors, Messrs. Eisler & Reeves, will be in attendance.

COLUMBIA PACIFIC SHIPPING COMPANY,
China Pacific Co., Agents

39641

Empires May Come and Empires May Go
but
I. S. S. PREMIUM BONDS
live on for ever
WHY?
Because the investments are in gilt edged
SHANGHAI DEBENTURES AND MORTGAGES
cared for by
ALL FIRST CLASS POWERS AND GOVERNMENTS.
THEREFORE
An I. S. S. PREMIUM BOND is the safest investment in the WORLD.
International Savings Society
7 Avenue Edouard VII,
SHANGHAI.

NOTICE

The public is notified hereby that a Power of Attorney in favor of Alexander A. Gavrilloff, issued by this Company in duplicate on May 6th, 1921, and the execution of which is acknowledged by the American Consulate General of Shanghai, has gone astray in the mails and that, therefore, the said Power of Attorney has been cancelled.

North China Company, Ltd.,
W. SOMMER, Secy.
No. 6 Kiukiang Road, Shanghai.

39530

Business and Official Notices

Notice To Mariners
NO. 735.

China.

Chinkiang District—Yangtze River

Pitman-King Island (Iduhaisha).

Pitman and Channel light beacons moved.

Notice is hereby given that the Pitman Light Beacon, situated on the North coast of Pitman-King Island has been moved. From the new position of the Light Beacon, Pitman-King Surveying Beacon bears S. 17¼° E., (magnetic) distant 1.61 miles.

The Channel Light Beacon on the Western end of Pitman-King Island has also been moved. From the new position of the Light Beacon, Kiushan Quoin Surveying Beacon bears S. 30½° W., (magnetic) distant 1.06 miles.

The characteristics of both lights are unchanged.

By Order of the Inspector General of Customs,

T. J. ELDRIDGE,
Coast Inspector.

THE MARITIME CUSTOMS,
Coast Inspector's Office,
Shanghai, 16th July, 1921.

39643

Special Notice To Mariners
No. 595.

Marine Department Charts.

A new edition of Marine Department Chart No. 9.—The Whangpoo (Sheet 3): Yangtzepoo to Lunghua Creek, dated 15th June, 1921, is now on sale at the Coast Inspector's Office.

T. J. ELDRIDGE,
Coast Inspector.

Coast Inspector's Office,
Shanghai, 15th July, 1921.

39643

Special Notice To Mariners
No. 596.

China.

North Coast.

Chefoo District.

North East Shantung Promontory Light station.—Red sectors of light reported not operative.

Referring to Notice to Mariners No. 730, NOTICE is hereby given that a report has been received to the effect that the red sectors of the North East Shantung Promontory Light, as laid down in the List of Lights, are not operative.

Pending further investigation the greatest caution should be observed in respect to the red sectors of this light.

T. J. ELDRIDGE,
Coast Inspector.

Coast Inspector's Office,
Shanghai, 16th July, 1921.

39642

Customs Notification
No. 973.

Notice is hereby given that, acting under instructions from the Inspector General of Customs, I have today handed over charge of the Shanghai Customs to Mr. A. C. E. Braud, Deputy Commissioner in charge temporarily.

E. GORDON LOWDER,
Commissoner of Customs.

CUSTOM HOUSE,
Shanghai, 15th July, 1921.

39624

Customs Notification
No. 974.

Notice is hereby given that, acting under instructions from the Inspector General of Customs, I have today assumed charge of the Shanghai Customs.

A. BRAUD,
Deputy Commissioner in charge temporarily.

CUSTOM HOUSE,
Shanghai, 15th July, 1921.

39624

JUST ARRIVED!

The strongest Antiseptic and Disinfectant in powder and tablet.

To be had from all leading dispensaries.

For wholesale apply the sole agents,

The Franco-Asiatic Trading Co.
The Ben Building,
25 Ave Edourd VII.

39356

FRESH MILK
delivery twice daily.
EXTRA ORDERS
are executed at any time
AIKOSHA DAIRY
39 Avenue Dubail
Tel. C. 2178

54511

Conseil D'Administration Municipale De La Concession Francaise de Changhai

MUNICIPAL LOAN OF 1921

(20,000 debentures of Tls. 100 each).

Rate of interest 8% per annum

The "Conseil d'Administration Municipale de la Concession Francaise de Changhai" hereby invite subscriptions for 20,000 debentures of Tls. 100 each, according to the resolution passed at their General Meeting on May 30, 1921.

The conditions on which the Debenture Certificates will be issued are:—

1°—The Debenture Certificates are transferable, and the person whose name is entered in the Register of Debenture Certificate or Certificates, shall alone be recognised and treated by the Council as the lawful and rightful holder and owner of such Debenture Certificate or Certificates.

2°—The loan will be redeemable at par (Tls. 100) in not less than 10 years and not more than 30 years, from 1st July, 1931 and according to the figures determinated by the Council.

3°—The loan will bear interest at 8% per annum, payable on the 30th day of June and 31st of December in each year, when interest warrants will be issued to the registered owners.

4°—The property and income of the Municipality, deducting those which serve as security provided in the Municipal Loans of 1903, 1911, 1914 and 1916 are the security for the repayment of the money advanced and for the interest thereon in the present loan.

The Members of the French Municipal Council are not personally liable in any way for the payment of either principal or interests.

5°—Applications for debentures will be received at the Secretary's Office, Rue du Consulat.

A cheque representing the amount of debentures asked for must be deposited at the same time.

6°—Applications for Debentures under par will not be recognised by the Council.

7°—For further informations, apply to Mr. P. LEGENDRE, Secretary, French Municipal Council.

Shanghai, 1st July, 1921.

P. LEGENDRE,
Secretary.

39234

HONMA HOSPITAL
No. 1A Miller Road,
Tel. N. 2361

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka)
Women's Diseases
Confinements, Surgery
X-Ray and diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

The Glen Line, Limited
New Building
CORNER OF THE BUND AND PEKING ROAD

The above building will be ready for occupation on or about the 1st of January, 1922. A portion of the Ground Floor, facing Peking Road, with an area of 7,000 superficial feet with Private Entrance, and Strong Room, is especially suitable for a Bank, Shipping or Insurance Office. A limited amount of office accommodation is available on the other floors.

For full particulars apply to
THE GLEN LINE EASTERN AGENCIES, LD.,
No. 10 Canton Road,
or ALGAR & CO., LD.,
No. 11 Yuen Ming Yuen Road.

39362

LOST

The Public is hereby warned against attempting to negotiate Delivery Orders in the name of the British-American Tobacco Co. (China), Ltd., covering the following.

1 Delivery Order, July 1, 1921.

A
B — K China 10s — Co. — 160/181
22 Cigarettes
1 Delivery Order, July 1, 1921.

T
W — VF 10s — 2215/58
39 Cigarettes
1 Delivery Order, July 1, 1921.

T
E — 100s — BG Co. Ld. — 3619/ 72
54 Cigarettes

The above lost Delivery Orders exchanged for Bill of Lading No. 204, ex s.s. "Wosang", arrived Shanghai June 29, 1921, have now been cancelled.

39481

Tennis Tournament (Singles) For Chinese "HANYEHPING" CUP.

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The High Cost of Winning and Losing Wives

Painful Position of Mr. Conway Tearle with Wife No. 1 Demanding $500 a Week Alimony, No. 2 Looking on and No. 3--- Well, No Wonder Much-Married Mr. Tearle Is Worried!

"The fascinating actor is in the same position as Sinbad the Sailor was with his Old Man of the Sea—only somewhat worse off. Three lovely ladies ride upon his back. Two of them just won't get off. The third he doesn't want to."

Miss Adele Rowland, Mrs. Tearle No. 3.

Mr. Conway Tearle.

Mrs. Tearle No. 2, Who Is Getting $55 a Week Alimony—but May Ask for More If No. 1 Wins.

Mrs. Tearle No. 1, Whose Demands for Increase of Alimony Are Causing Mr. Tearle So Much Uneasiness.

MR. CONWAY TEARLE, the gilted actor and matinee idol, is face to face with a most unpleasant and unusual situation. He is realizing with sorrow the high cost of winning and losing wives.

Three times has Mr. Tearle gayly launched a ship upon the sea of matrimony and set sail with, supposedly, a life partner at his side. Two of these voyages have ended with the fair passenger appealing to the courts to relieve her of the skipper. In each case the courts did so and gave her alimony for Mr. Tearle's careless sailing. The third voyage, it is gossiped along Broadway, may be similarly terminated at any moment.

The first Mrs. Tearle was Josephine Parke, an able actress. The second was that spectacular beauty, Roberta Menges Corwin Hill, better known as the "Pearl of Sheepshead Bay." The third and present owner of Mr. Tearle's name is the dainty singer and dancer, Adele Rowland.

Mrs. Tearle No. 1 has been suing Mr. Tearle for an increase in her alimony. She has been getting along rather poorly lately, she says, on the twenty-five dollars a week allowed her when Mr. Tearle was making $300 a week. Now that he is making $1,750 a week and the cost of everything has gone up so, she believes that the cost of an ex-wife ought also to go up and that she is entitled to $500 of his weekly salary instead of a miserable $25.

The court has just granted her an increase to $75 a week, but Mrs. Tearle No. 1 is not satisfied with this. It is certain, friends say, she will appeal from this decision and hold out until the end for the $500 she thinks she ought to have.

If she should secure this, then a truly appalling possibility confronts him.

It is this:

What will there be to prevent Mrs. Tearle No. 2, to whom he is now paying $55 a week alimony, from suing and winning a similar weekly amount? There would go $1,000 of his salary.

But there is still another possibility! Should his present marriage meet the fate of the others, then Mrs. Tearle No. 3 can certainly claim as much alimony as either of her two predecessors.

And this would leave Mr. Tearle with only $250 of his hard earned weekly $1,750 to get along with! He would be only half as well off as each of his three former partners!

The fascinating actor is in the same position as Sinbad the Sailor was with his Old Man of the Sea—only somewhat worse off. Three lovely ladies ride upon his back. Two of them just won't get off. The third he doesn't want to.

It is because, friends say, of the possibilities recited and looming up in the wake of the case that Mr. Tearle is contesting his first wife's claims so determinedly. His answer to her included the following pleas:

That the first Mrs. Tearle is a wonderful actress and could easily find lucrative employment on the stage and so relieve him of this burden if she so desired; that if she needs money so badly as she says she should not live at the Hotel Commodore, whose rates are wholly unsuitable for a $25-a-week income; that back in 1913, when she knew he was out of work she heartlessly had him thrown into Ludlow Street Jail in an attempt "to ruin him;" that he is paying alimony to another wife, too; that he has to support a third; that while he apparently gets a fabulous salary he really does not, as there are so many deductions; that the bringing of the present motion for increased alimony is "malicious" and that her "vindictiveness will never permit him to appear on the stage of any theatre without humiliating him in as public a manner as she can devise;" that if she doesn't stop annoying him with her legal proceedings the nervous strain he is under renders him liable to a break down and so to be unable to earn any salary whatever.

To which Mrs. Tearle No. 1 replies that all this is irrelevant. He took her trusting hand and made her believe that they were to travel through life together until the end. If he chose to drop her hand and take another white one the law has decided that he must provide her with a financial staff to help her continue her long and lonely journey. She wants, she repeats, her alimony.

There are other reasons why Mr. Tearle looks with fear and suspicion upon his first two wives and their probable attitude toward his bank-roll. Beside minting their sorrow into the dollars of alimony, each has tried to get from the succeeding wife further golden solace for being deprived of Mr. Tearle.

The first Mrs. Tearle sued the second Mrs. Tearle for $25,000, charging the alienation of her husband's affections. "The Pearl of Sheepshead Bay" resisted the claim until one day Mrs. Tearle No. 1 is alleged to have said to her, in effect:

"Oh, well, give me $400 for him and we'll call it square!"

Mrs. Tearle No. 2 remembered this $400 when she was also left alone on the matrimonial path. She sued Mrs. Tearle No. 3 for $100,000—the price of affections having gone up in the meantime like everything else. This suit, like the first, ended without further aid of the courts. What price, if any, Mrs. Tearle No. 3 paid "The Pearl" for her undisputed possession of her husband's full quota of tenderness is not known.

This, as he thinks, extremely mercenary viewpoint, cannot fail, of course, to cause Mr. Tearle much uneasiness for the future. How closely is Mrs. Tearle No. 2 watching the present suit? And what is she turning over in her pretty head?

Mrs. Tearle No. 2, he knows, never does things by halves. She had two husbands before she married him. Her tastes are expensive—not at all those that $55 a week can satisfy. She is determined, too. A story told by the first Mrs. Tearle proves this:

"I knew for some time that Roberta Hill was infatuated with my husband," she said. "Therefore I was not surprised when I went to the theatre where he was playing to find out that he had asked to be excused from that night's performance. He had been in a highly nervous state for weeks. Once he told me that he could stand it no longer!

"Stand what? Well, you see, Mrs. Hill occupied a front seat at nearly every performance of the play. She never took her eyes off him while he was on the stage. As I always went to the theatre and came home with him she had to content herself at first with notes to him. They were the effusive missives that matinee idols get, but I never saw their equal, in quantity at least.

"They came every few minutes. They were all signed 'Roberta.' They had got on Mr. Tearle's nerves, so that he seemed nearly crazy."

Mrs. Tearle No. 1 did not explain why her husband received and opened and read the notes instead of simply closing his eyes to them. It was a mystery.

"I could not make out whether he reciprocated Roberta's affections or wished to escape from her," she confesses. "But I knew he was laboring under great strain and all the members of the company knew it. Once he said to me, 'I can't tell what it is, but I feel that something will happen soon that will take me away from you.' Again he said, 'This has got so bad that I can't stand it any longer. I must beat it.'"

Mr. Tearle did "beat it." He sailed away, with the "Pearl of Sheepshead Bay" on the same boat. And the first Mrs. Tearle, with equal expedition, started for the divorce court and secured her twenty-five dollars a week alimony.

There was another incident that Mr. Tearle knows of which was a revelation of Mrs. Tearle No. 2's determination. She was giving an all-night party as a farewell before she sailed for Europe. Suddenly she found that her $50,000 string of pearls was gone! She wasted no time upon theories, called in no Sherlock Holmeses. She had had the pearls a moment before.

The pearls were gone. Consequently someone in the house had taken them. The guests were lined up and searched. Two were arrested on suspicion, but were quickly discharged. The "Pearl of Sheepshead Bay" never found her rope of pearls, but she has never ceased mourning for them.

Four brief years passed. Then Roberta Menges-Corwin-Hill-Tearle came again to the courts; not as a corespondent, but as a plaintiff and naming a corespondent. This time it was the irreproachable young singer and dancer, Miss Rowland, who is now Mrs. Tearle No. 3. When she had become a wife her predecessor sued her for $100,000 damages for alienation of Mr. Tearle's affection, just as her predecessor had sued her for $25,000.

Mrs. Tearle No. 3 laughed. She analyzed the charge in the legal papers that she "by wicked and wrongful arts, blandishments, flattery and seductions had inticed away" from Mrs. Tearle No. 2 her husband.

"How can you deprive a woman of affections that she did not have?" she asked.

"You cannot alienate affections that are not there to be alienated. Freddie was made perfectly miserable by her habits. When he was studying a hard part and had forgotten even to eat she would come home at four o'clock in the morning with every sign of having dined very well indeed. Or she would not come home at all. A great help to a man in his career!

"Isn't she ridiculous? If she is hard up and helpless I will get up a benefit for her. But I won't be held up in the courts for $100,000 or one hundred cents. Thousands for the unfortunate, but not one cent by coercion!

"And her husbands had dreadful luck. I hear that Halsey Corwin, once a millionaire, was not long ago working in a motion picture place for fifteen dollars a week. And poor Major Hill, I believe, is dead. I shall do my best to prevent any evil fate overtaking Freddie. There is only one true statement in either her divorce charges or this preposterous one of alienation. It is that I am trying to keep him away from her. You may be sure I am and shall."

Nevertheless, the courts gave the "Pearl of Sheepshead Bay" $55 a week from Mr. Tearle's salary, making then $80 in all that he was paying to the first two wives he had won and lost.

Is it any wonder that Mr. Tearle is worried?

As for his present marriage Broadway is regularly agitated by rumors that it is not sailing along on a calm sea of bliss. Indeed, the rumors of separation have twice doggedly persisted. It is true that Mr. Tearle angrily denies them, and that Miss Rowland laughs sweetly at them. Yet the life of the stage and screen is a feverish one. Fevers alternate. They are high and low. The only finally married actor is the one over whose quiet bosom the lilies spell "At Rest."

And Mr. Tearle's past experiences are not of the kind that stamp him as a Darby of the old Darby and Joan song.

Suppose that Mrs. Tearle No. 3 should tire of being a matinee idol's wife and conclude the last state of matrimony, which is alimony, to be better than the first.

What would poor Conway Tearle do then?

Miss Rowland, who is a good business woman, presumably would not ask less than either of her predecessors. Suppose she asked more—say $750 a week. Then Mr. Tearle would again be in pawn in Ludlow Street Jail—or have nothing at all to live on. If she asked no more than the others he would have only $250 a week. And how can a successful actor scrape along in these hard times on that?

Conceivably Mr. Tearle, tiring of, in a way of speaking, single blessedness, might find himself desperately in love with another fair lady. With three ex-wives, each receiving $500 a week, it does not seem likely that Mrs. Tearle No. 4 would be happy in sharing the $250 a week left, now does it?

And suppose if all these things should come to pass that Mr. Tearle's salary should go below the hypothetical $1,500 a week, which would represent his cost of winning and losing three wives.

What would literally poor Mr. Tearle do then?

It is no wonder that he is worried!

The New "Bag" Clothes by Lady Duff Gordon

A "Bag" Cloak of Satin and Crepe.

A Novelty in Plaid Taffeta Cloaks, Showing the New Collar and Another Novelty in Linen Hats.

A "Bag" Walking Dress, With Sleeveless Smock.

Walking Dress of Gabardine of the "Baggy" Style.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at No. 19 East Fifty-fourth street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon (*"Lucile"*)

THERE is scarcely an object to which one may not lend grace and beauty. To achieve this end depends greatly upon the wearer. Those who have what has long been termed and cannot be better phrased "natural style" may convert a seemingly hopeless garment into apparently a thing of beauty.

Consider the example of the new bag clothes. I have heard often since I came to America the homely Americanism, "It looks like a coffee sack." Innumerable times have I heard it applied to what the speaker regarded as an ill-fitting, wholly unattractive garment. Yet I hope to convince you to-day that even a coffee sack has beauty possibilities. The coffee sack is large and loose, and is of no mind to cling to any adjacent body.

For instance, study the large left-hand figure on this page. The despised "coffee sack" could not hang more loosely and freely from the wearer's shoulders than does this one-piece dress and the sleeveless smock worn with it. Yet the whole is a good rendering of a smart afternoon costume.

The large right-hand figure is another example of the garment that is without any claim at fitting. Over a simple crepe de chine one-piece dress, adorned by a high lustre leather ribbon sash, is worn a genuinely baggy cloak. The long row of closely set crepe de chine buttons that purports to fasten this one-piece dress—though convenient snappers really perform that service—shows between the faced-back front breadths of the "baggy" taffeta cloak. Even the odd collar, standing far from the neck, shares the generally "baggy" appearance of this wrap, that, though baggy, is smart. The coat is lined with light weight silk of a contrasting color, which reappears in the turned back facings of the open fronts of the cloak, in the wide binding of the collar and the binding at the hem and the turned-back elbow sleeves. The collar is fastened by a wide bow of ribbon. The cloak is held in a trifle at the waist by a sash of the plaid taffeta.

The upper middle figure adds to its one-piece-gown smartness the elaborate note of a handsome Chinese smock of canton crepe and embroidery. Over this is worn a coat of satin lined with the same shade of crepe and ornamented by a collar and cuffs of the same kind of embroidery. This coat is the sublimation of bagginess. Yet I trust you think as I do that it can maintain its claim to grace. Variety is provided by the square settting in of the sleeves, which are piped at the jointure with the crepe of the same kind that furnished the smock and the coat lining.

Last of these "baggy" exhibits is a walking dress of gabardine, relined here and there with facings and pipings of satin. The blouse is of crepe de chine in geometric design. A glance will reveal that it is exceedingly loose. The skirt is of novel cut. Half length drapery loses its fullness in the scarcely perceptible flare of the skirt at the knees. The loose coat is faced serviceably with satin. Its collar shows an ornate arrangement of soutache upon a background of light colored satin. The cuffs are more staidly trimmed with three rows of the braid. The small round hat worn with this costume is of bi-colored basket weave straw. About the brim is a sheer lace edge. Beneath this brim bright hued flowers rest with fascinating effect against the hair.

Let me call your attention to a novelty in hats. It is shown on the large right-hand figure. Such a hat is made of linen. The under brim is covered with linen roses of a contrasting shade.

Cotton Dresses Rich In Design

BY SARA MARSHALL COOK
(*New York Tribune*)

One always feels with the approach of each new spring and summer season that the smart Parisienne this time may place the stamp of her approval on the truly summer dress of lingerie material or a novelty cotton. A well dressed French-woman can only consider her frocks made of these light and summery fabrics as suitable to be worn at the races in June and July, at Deauville in August, on the tennis court, or around the tea table on the lovely lawns surrounding her chateau, where she spends a few weeks and a slightly larger number of week ends that can be spared from pressing social duties elsewhere.

Despite the limited number of women who wear such dresses on these hardly frequent occasions every spring, in all the big collections a decided number of this type of dress is shown. The French-woman seems to consider any summer event and all sports from a peculiarly social angle, so she has not great use for this simple summer frock so beloved by her American sisters.

ELABORATE COSTUMES VIE WITH SIMPLE DRESSES

When she does find a real summer dress, which she considers fitting for one of her complicated mid-summer afternoons, one can rest assured that it is very beautiful with a distinct cachet and truly French charm; a charm perhaps in intricacy of cut or detail or in a daring and successfully mannish simplicity. And like a paradox the more fancy dress will most likely be seen fluttering under a parasol on the shady side of a tennis court while the simpler frock will stalk boldly into a busy group around a tea table at Deauville.

In spite of the fact that the well dressed woman on the Riviera wears summery dresses and sports clothes, they are considered more indicative of the transition period between seasons than they are of a positive announcement of the themes and variations for the forthcoming season.

SHEER COTTON NOVELTIES IN COUNTLESS SHADES

Every spring brings out new and wonderful cotton materials, wonderful in the fact that they are so sheer—having much the appearance of chiffon—and that the designs are so intricately and beautifully woven into the material in color or self tone, with perhaps here and there a scattered motif embroidered in the most pleasing of color combinations. Or again the fabric is dyed in the most delicate of pastel shades, embroidered in self tones or left perfectly plain, as in the case of many cotton voiles.

Rodier, the most artistic creator and producer of novelty fabrics, is showing materials of this character in the sheerest of cotton voiles, embroidered mousselines and a lovely new material in a sort of basket weave called flocanna. This comes in the season's most prominent shades—orange, beige, jade green, cerise, pink, Nattier blue and also in the darker shades—tete de negre, navy blue and black.

The most popular form of decoration noted on cotton dresses is filtire, or drawn thread work, this being due to the fact that dresses of this character enter the United States at a much lower rate of duty than those carrying embroidery and lace. Then, too, the cotton materials lend themselves well to this form of decoration.

A VOILE DRESS IN TAILORED EFFECT

But the Paris dressmakers and manufacturers do not confine their lines entirely to this type of dress. Many lovely hand-embroidered models are being shown, also voile or mousseline dresses trimmed with applique motifs of colored organdy in scroll designs or in the form of large fruits or flowers of a contrasting color.

It is unusual to see cotton voile made up in tailored effect, and upon first thought this seems almost impossible. One clever French designer, however, has achieved a charming model of voile which has all the severity of a tailored serge frock, but is, at the same time, as feminine as a dress can be. Beige flocanna is used to develop it, and the embroidery is in rust red mercerised cotton thread, while the trimming bands and inset fan-like panels are of rust red flocanna. The skirt has a front and back panel which are joined to the body of the skirt by means of small fan-shaped pieces of rust red flocanna. This same material trims the front of the bodice and the high collar, the little breast pocket, the narrow wrist bands and lines the tie belt. The embroidered motifs appear on the skirt only, on the back and front panels, and on each side at the bottom of the skirt.

FLOCANNA IS USED IN CONTRASTING SHADES

Dresses of both light and dark colored flocanna, embroidered or trimmed in contrasting shades, are very much seen in the newest collections of clothes for summer. One model made from this material is in an orange hue, embroidered in black with a deep sash girdle of black satin ribbon. A further trimming is the black buttons which extend from the V-neck to the hip-line down the front of the bodice and form a cuff-like trimming on the short sleeves. It is a very simple dress, but, because of the color combination, is extremely striking.

The same material in a more modest hue appears in Navy blue. It is elaborately embroidered on both the bodice and skirt. The latter is straight and rather scant and is formed of wide box pleats, each pleat being embroidered at the top and through the center with beige mercerised cotton. On the bodice the embroidery is in the form of a broad vest extending to the shoulder seams. The embroidered motif at the top of each pleat extends onto the bodice and entirely encircles the figure.

Cotton voile is as popular as ever for the midsummer chemise dress. Since there is so little change in the outline of these frocks designers have set to work to produce beautiful color combinations.

FIL-TIRE STITCHING ON COTTON CREPE

An evidence of their success appears in one dress of cotton voile

(Continued on Page 6)

THE CYNIC AND THE BEAUTY COMPETITION.

POWDER PUFFS IN THE BALANCE.

THE recent "Daily Mirror" Beauty Competition seems, like a stone dropped in a pond, to have awakened a series of ripples which penetrate to all parts of society.

Hardly can one go to a "Victory Ball" for a few hours' undiluted merriment not entirely unconnected with jazz, without finding that the dancing is to be interrupted by a "beauty competition." Certainly the winners of these affairs do not leap into fame and fortune at a bound like the "Daily Mirror's" lovely find, but they probably enjoy a certain amount of private satisfaction.

One can imagine a cynic inviting his lady guest to a beauty-competition-dance. They appear painted, powdered, and marcelled. They dance, until the small hours, in the tempered glare of electric lights. Comes the dawn. The lights are turned out: the curtains pulled back to let in the cruel morning light. "Ladies," says the host, "will you take your places for the Beauty Competition?" Need any more be said?

Few of us claim the perfection of beauty as set forth in someone's criterion.

"If you can face the sun when all the others are sitting with their backs towards the light," but under more kindly illumination it is possible to look one's very prettiest at a dance. One must admit that the heat of ballrooms and the ardour of dancing are foes to the complexion, and what maiden in these days of serious dancing dares retire too frequently to powder her shining little nose?

Yet even this has its remedy, as the wise girl knows. Before coming to the dance Phyllis bathes her face and neck with a solution of pure cleminite, which she rubs well into the skin with her finger-tips until it is quite dry. This done, her complexion assumes a peach-like finish which will remain unchanged during a whole evening's dancing.

I suppose every girl would like a new frock for each dance she goes to? But even the unemployed would find that rather a strain on the exchequer. It is a consolation, even if a poor one, to reflect that no amount of frocks will give a girl real prettiness—which is what counts in the end. A pretty complexion, which is the beginning of all beauty, is quite cheap, you know. For about one half-penny you can have a clean, fresh, new skin (*not* the old one cleaned up for the occasion) for every dance you go to.

I expect any girl could explain this apparent mystery. For the benefit of those who cannot, here is the solution. Get some mercolised wax from the chemist. It is rather expensive but it lasts a long time with care. Smear it over your face before going to bed, not using too much, and wash it off in the morning. The oxygen contained in the wax absorbs the outer skin which has become rough and coarse, and gives the new skin below a chance to show itself. Quite simple, isn't it?

Certainly, the sort of complexion you get from using simple preparations like the above should be an asset in any beauty competition—even the cynic's!

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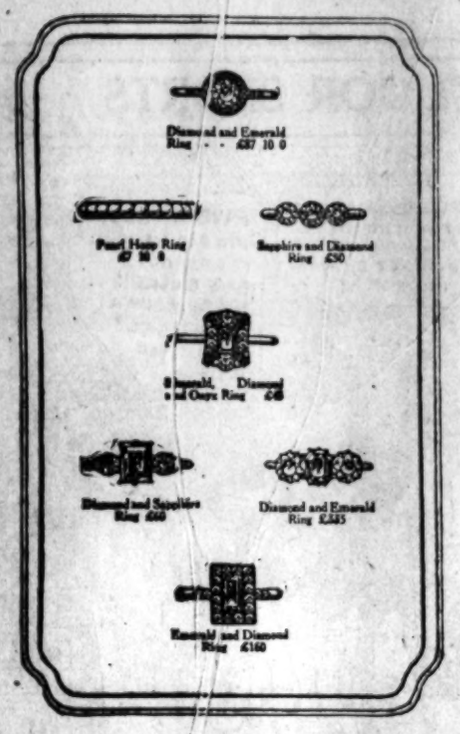
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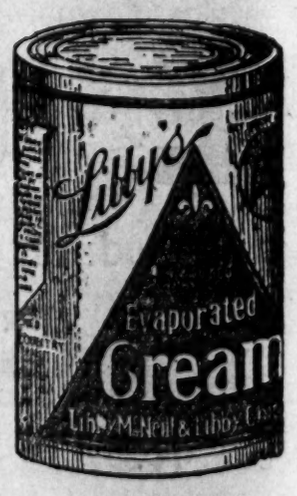

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AUTOMOBILES

SHANGHAI, SUNDAY, JULY 17, 1921

EACH AUTO TIRE IS AS STRONG AS WEAKEST POINT

What Motorists May Reasonably Expect In The Way Of Service

What may a motorist expect from his tires? No question seems less understood among car owners. Men are no longer content with the old-time service, but demand a new criterion as standard tire mileage increases.

A tire is no stronger than its weakest part, so the object of every tire manufacturer with an interest in his product is to build a perfectly balanced tire. It is not enough that the raw products be of maximum strength and quality. Balanced construction is of first importance.

Strong beads are useless with a weaker carcass. There is no object in the side walls enduring after the carcass is gone. The same is true of the thread and of the breaker strip imbedded in cushion gum. An over-amount of material going into any one part means not only increased cost without increased efficiency, but the weakening of the whole.

A tire under normal air pressure and load will perform a specific amount of work. The same tire under abnormal conditions of overload or under-inflation will in all probability perform the same work but for a much shorter period. Excessive strain on certain parts wears them out more rapidly. Service rather than mileage is the gauge of tire excellence.

Mileage is only a condition in a tire and is controlled in large part by care or abuse. In it road conditions are important. But service is what is built into the tire. From standard tires a motorist may expect excellent service. From "gyp" tires—so-called bargain tires—he usually gets what he pays for. In a large measure he determines his own mileage by the conditions under which he uses his tires.

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OUTDOOR SPORTS By Tad

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FIVE SMACKS!! HOW DID I KNOW IT WAS OUT - FIVE BUCKS!! DYE THINK I'M A BOOTLEGGER? I WORK FOR A LIVING
TELL HIM TO GIVE YOU 3 BERRIES JOE AND LET HIM KEEP THE OLD CAN
YA BETTER STAND A PINCH JOE - YOU COULDN'T SELL THAT OLD BOILER FOR FIVE FISH - I'LL STEER YOU RIGHT. FIVE FISH IS A LOTTA JACK
OUTDOOR SPORTS
TRYING TO TALK THE MAIN ST CONSTABLE OUT OF A 5 BUCK FINE HE PLASTERED YOU WITH FOR NOT HAVING LIGHTS ON YOUR 1910 FLIVVER
6-14

CHEVROLET AGAIN CUT

SECOND PRICE REDUCTION IS ANNOUNCED

Touring Car Model Drops To $1,185, And Other Machines In Proportion

Seattle, June 12.—"That Chevrolet Motor Company June 1 announced a price reduction on its 'FB' passenger models, effective immediately," stated G. O. Washburn, manager of the Seattle retail store. "This is the second price reduction to be made by this company during the month of May, and brings all passenger and commercial models made by this company to pre-war levels. The price of the Chevrolet 'four-ninety' models were reduced May 7.

"The new prices and the reductions are: Chevrolet 'FB' touring car, $1,185, a reduction of $160; 'FB' roadster, $1,885, a reduction of $190; 'FB' coupe, $1,885, a reduction of $190.

"Reductions on the company's commercial models bring the model 'T' one-ton truck chassis down to $1,225, and the model 'G' light truck chassis, $820. These prices are list, f. o. b. Flint, Mich."

MORAL--AVOID BUMPS

Tire wear increases with speed. The faster a tire travels the more heat it generates internally, causing vulcanisation between the fabric plies. This weakens the tire by lowering its elasticity and decreasing its resiliency.

THIS TRUCK CARRIES MORE LOADS AT LOWER COST

Equipped with NOBBY CORD PNEUMATIC TIRES, the average truck can be driven with greater speed—over rough highways as well as smooth streets. The long haul is shortened. The short trip is quickly made.

This means more loads per day for each truck, and for each driver—increased service at lower cost.

Perhaps YOUR TRUCK is one of the many that are well adapted for pneumatic tire equipment. If so, you can prove our statements for yourself by mounting NOBBY CORD PNEUMATICS.

SHANGHAI HORSE BAZAAR AND MOTOR CO., LTD.
DISTRIBUTORS

CENTRAL

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Is still our Telephone Number

FOR HIRE CARS

which are now housed in

"THAT BIG GARAGE"

9 HONGKONG ROAD

THE CENTRAL GARAGE CO.

HUPMOBILE
CLEVELAND

CHANDLER
DODGE

15 PER CENT. REDUCTION IN PRICES

WE are now in a position to offer you absolutely the greatest value in Motor-cars, as the Manufacturers of the **HUPMOBILE, DODGE, CHANDLER, and CLEVELAND Cars,** for which we are the Agents in China, have reduced their prices to a pre-war basis, and have given us instructions to adjust our prices accordingly.

It therefore gives us great pleasure in announcing a reduction of **FIFTEEN PER CENT.** on our current prices.

Max Friedman
SALES MANAGER

CHINA MOTORS, LTD.
Operating
THE STAR GARAGE and THE EASTERN GARAGE
SHANGHAI
and
YIH CHONG GARAGE, PEKING
HANKOW AGENTS - - - THE FRENCH GARAGE
Main Office and Showroom:
125 Bubbling Well Road, Shanghai

BEES TRAVEL BY TRUCK

MAKE TRIP OF 268 MILES CONFINED IN HIVES

Mack Machine Negotiates Distance From Prosser To Puyallup In About 16 Hours

Seattle, June 25.—What probably was the largest number of passengers ever transported in a single load by a motor truck recently was hauled from Prosser to Puyallup. There were 3,600,000 of them, each one a worker on the way to a new scene of labor. Street car patrons, commuters, excursionists and all others who have complained against transportation accommodations and declared they were packed in like sardines in a can never were amassed as densely as were the 3,600,000 passengers who took their ride from Prosser to Puyallup aboard a Mack truck owned by the Miller Motor Company of Prosser.

The answer is: They were bees, honey bees, and they made the journey in their hives. There were 120 hives of bees belonging to E. E. Starkey of Prosser and each hive had 30,000 bees in it. They were taken to Puyallup to be released and sent to work bringing in honey from the raspberry blossoms.

DELICATE OPERATION

It was somewhat of a delicate operation to transport these bees without damage and because the Mack truck owned by the Miller Motor Company is equipped with Sewell cushion wheels and Kelly-Springfield caterpillar tires is one reason why it was chosen. Miller was shown quite an aptitude for carrying fragile loads and has established a reputation for egg delivery between Prosser and Yakima.

The Mack with its load of bees left Prosser early in the morning and arrived in Puyallup the evening of the same day, covering 268 miles in a little more than 16 hours. The only stop was made at Cle Elum, where gasoline was taken on. Mud and snow were encountered in the pass, but this did not impede the truck's progress and the bees consequently were not subjected to exposure, a very important point in handling a load of 3,600,000 atoms of life.

MACK MAKES DAILY TRIPS

The Mack is regularly employed in making daily trips between Yakima and Prorser, a distance of 53 miles. The owners are strong advocates of keeping the truck well cared for and whether or not it is necessary, the oil is changed in the crankcase after being used for 800 miles. No additions are made in the meantime. E. J. Miller, the owner, regards this as remarkable when the size of the loads, the mileage and the speed are all considered.

The owner of the bees was so well pleased by their condition after the long trip that he became equally enthusiastic over the Mack as is Mr. Miller. C. C. Eichelberger, manager of the Seattle branch of the Mack-International Motor Truck Corporation, says Mr. Miller's attitude is typical of that of Mack truck owners in general.

Need Oil Occasionally On The Valve Stems

A valve stem scraping in its guide always sounds as though a piston were scraping, and many motorists have gone to the trouble of taking down their motors, not knowing that the noise originated from so simple a thing as a valve. As a rule the oiling of valve stems is not advisable for the reason that the heat of the metal and the close adjustment of stem and guide cause the oil to become gummy and to eventually hinder the movement of the valve. However, a little oil occasionally is essential, and is the simplest remedy in the case of a sticking or scraping valve. In a valve-in-the-head motor it is only necessary to squirt light high grade engine oil over the valve springs. The necessary amount of oil will work down through the guide and lubricate it. In the case of an I-head motor the oil should be applied to each valve (when open) through the spark plug openings in the cylinder head. If a valve has been sticking it may be necessary to give a similar treatment of kerosene first before treating with oil.

Removing Pinion Is Not Hard

The car owner who does his own work is sometimes puzzled in regard to removing the drive shaft pinion nut. The operation begins by taking out the cotter or locking wire. Next, a special wrench is used, and they may be made from a quarter-inch steel plate, the length and nut size being made to fit the particular make of car. To remove the nut the gear is placed in reverse, the priming cups are opened and the engine turned over by hand. To put the nut on, the gear is put in low and the engine is cranked.

Keeping Short Circuits Out Of The Ford Timer

Every Ford owner knows the inconvenience caused by short-circuiting of the timer wires, the common practice of running them across to the right side of the motor making them particularly subject to wear and oil-saturation. There is a better way of connecting them which reduces the liability of short-circuiting.

Remove the timer wires, and with a knife carefully cut off the braided covering which encloses them. Fasten them to the timer terminals in their respective positions, and carry all the wires up to the radiator support rod over the hose connection, running those from contacts three and four on the left side and those from contacts one and two on the right side. Bind the wires to the rod in this position, leaving just enough slack to allow for the movement of the timer, and make the wires fast to the coil box terminals, cutting them off if too long.

The advantage is at once evident. You may inspect each wire separately throughout its entire length. So wires cross the timer or touch it except at the terminals, and there is no possibility of their becoming worn or oil-soaked.

Earth, Air, Water Craft To Compete In Chicago

Airplanes, automobiles and speed boats will be given the opportunity of competing with each other, each in its own element, during the pageant of progress to be held at Chicago in August. The contestants will be handicapped in a tricornered race to be held along Lake Michigan either in or near Chicago.

CAR WEIGHS 150 POUNDS

"Just park your car in the parlor." This may become a common phrase. C. H. Martin, of Boston, is developing a 150-pound, three-wheeled automobile that can be pushed through an ordinary doorway and stored in the front hall or office. The midget machine has a maximum speed of 30 miles per hour and it is claimed it will be able to travel 75 miles on a gallon of gasoline.

TRUCK'S VALUE SHOWN

CLOSES 20-MILE GAP BETWEEN TWO FACTORIES

Chicago Company Saves $2,880 Over Contract Prices By Using G. M. C. Machine

The utility of a motor truck in closing a twenty-mile gap between two manufacturing plants is demonstrated by the operation of a GMC truck for interplant transportion for the Benjamin Electric Manufacturing Company of Chicago.

Theoretically this GMC truck brings the two plants side by side and thus makes it unnecessary for the manufacturer to maintain duplicate machines in the two factories. One factory is located in Chicago and the other in Des Plaines, Ill., twenty miles away.

The heavier equipment is manufactured at the Des Plaines plant, but certain standard parts require automatic machines for their operation. One such machine can easily keep both plants supplied, so with quick motor truck transportation between the two plants machines are kept running the year around through the interchange of products between the two plants.

The operation of the GMC three and one-half ton truck owned by this concern shows an average earning of $2,880 a year as operated by the company in comparison with rate charged by a hauling contractor who had previously done the work. To be exact, the GMC truck is operated at an average cost of $17.25 a day, including every item that should be charged against that operation, while the cost of haulage by the contractor amounted to $28.56 a day, an actual saving, which becomes a profit, of $9.31 a day.

The annual saving of $2,880 is, in fact, more than half the total original cost of the truck. In addition to this, the factory has its own truck always ready when needed to save valuable time in many ways.

Even if railroad facilities were present and direct rail connections existed between the two plants, the motor truck interplant hauling would be far superior because of the time saved and the flexibility of the truck operation.

2 BEDS FOR TOURING AUTO

In an automobile invented in California for tourists the back of the front seat folds backward to complete a three-cushion bed while an upper berth is provided by a folding cot.

ENGINE AS BRAKE

The engine is used as a brake to slow the car speed on a downgrade by switching off the ignition just before the car starts down the hill and before it has a chance to gain momentum. The braking effect is obtained when the momentum of the car revolves the engine against compression. Because there are no explosions to revolve it, each compression stroke of a piston checks the car speed. The clutch must be engaged, also the transmission gears. On very steep hills a low speed must be engaged, but on average sized hills high gear is sufficient to retard the speed of the car.

LACK OF LUBRICATION

Most spring troubles, such as breakage or lack of resiliency, are caused by lack of lubrication. A rusty spring will cause damage to car and tires on account of its sluggish action on rough roads. Moreover, if it receives a hard impact suddenly, it is apt to break.

PROTECTING SPARK PLUGS

Spark plug spares are frequently injured while being carried in the tool box. An excellent method of guarding against this is to slip each plug into a section of rubber hose, closing each end up with a bit of waste, to prevent the plugs working out.

MINOR PARTS NEED CARE

Not much care is required of the minor working parts of a car, such as brake rods and clevises, but since such parts are constantly exposed to dust, water and mud from the road, they should be cleaned frequently and oiled whenever the chassis is lubricated. If not attended to, these parts will wear quickly and cause numerous squeaks and rattles and other troubles hard to locate.

One of the most recent creations in motor propelled vehicles is a tank invented in France, which makes its way over land and water. Loaded with five passengers, a demonstration was recently made at Marseilles, where the unique machine traveled over the ground at a fair rate of speed and then continued down the bank into the river, where it maneuvered about like a power boat.

SALES MANAGER QUITS

W. C. SILLS RESIGNS AS HEAD OF CHEVROLET FORCE

Returns To Business In Boston And Is Succeeded By Colin Campbell

New York, Saturday, June 11.—The Chevrolet Motor Company has announced the resignation of W. C. Sills as general manager of sales, effective June 1.

Mr. Sills began his connection with this company in 1912, when he resigned from the Buick Motor Company as assistant New England manager and started the distribution of Chevrolet cars in Boston and New England.

He moved to New York in 1914 and assumed the general direction of sales for the Chevrolet Motor Company. He has been, in a large measure, responsible for building up the strong organization now marketing the Chevrolet product.

On August 1 Mr. Sills will return to Boston and resume distribution of Chevrolet cars in New England. He is succeeded by Colin Campbell, who has been executive assistant to the general manager of sales for more than five years.

OIL WITH HAND PUMPS

There is no reason for not using oil as a lubricant in a hand tire pump except that the oil is apt to work into the interior of the inner tube through the valve. This is to be avoided as oil deteriorates rubber. For this reason oil should not be used in the valve plunger to prevent sticking. As a substitute for oil in the pump use dry powdered graphite in small quantities, and if the valve plunger sticks remove the valve inside and replace with new.

CARBURETOR TROUBLE

Many cars have no provision aside from the strainer in the tank for keeping out the dirt from the carburetor. Owners of such vehicles will do well to fit a trap in the fuel line. All the big carburetor makers offer these traps, which are to be placed in the line near the carburetor or in the bottom of the tank. The trap catches all the dirt and water and should be cleaned out regularly once a month.

Cotton Dresses Rich In Design

(Continued from Page 3)

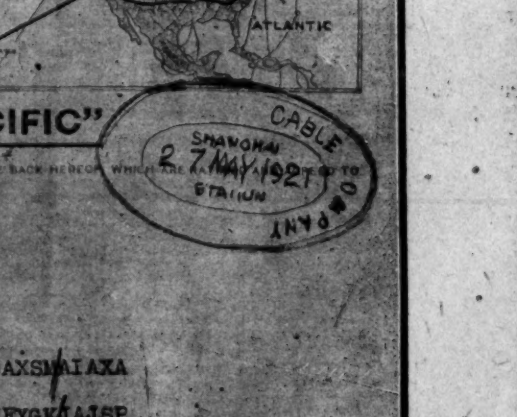
of an apricot shade trimmed with bands of the same material in navy blue. These bands are about an inch and one-half in width and are set onto the body of the dress with the fil-tire stitch. At the front the bands extend below the skirt about two inches and then loop back to the bottom of the dress. At the back they form a deep, hip-like yoke and extend up on the bodice, trimming an otherwise plain back. A band of the same width also forms the collar, edging the top portions of the revers. The bodice closes in surplice form.

All sorts of crepe materials in vivid colors are being made up into one-piece frocks for midsummer. One dress is of geranium red and white cotton crepon. It is very elaborately trimmed with a fil-tire design, which on the white portions is worked in the red and just the reverse on the colored ground. The blouse is of white, in kimono cut, with incrustations of the red front and back on the sleeves. The skirt is entirely of white crepon and is straight and rather narrow, with fil-tire motifs in red. Over this are hung side panels of the geranium red, which extend two inches below the edge of the skirt.

PREVENT TRACTOR WHEELS

The lugs on a new tractor wheel work in and out like spades from an eccentric on the axles and clean themselves, preventing the wheel clogging in the stickiest soil.

By Far The Best Tires We Have Ever Made



Good as Goodyear Tires have always been, they are even better now. More improvements have been made in them in the last few months than in any equal period in our history. Larger, stronger, heavier and more durable than ever, Goodyear Tires in every size and type are today by a wide margin the most economical and satisfactory you can buy. You can get them now of your nearest Goodyear Service Station Dealer.

Goodyear Tire & Rubber Co.

GOODYEAR

WE have not reduced the price of Model 490, 5-Passenger CHEVROLET Cars because we are overstocked, but because—well,

READ THIS CABLE

TLS. 1650

is our new price for this beautiful car, electrically started and lighted.

CABLEGRAM

"VIA COMMERCIAL PACIFIC"

RECEIVED M. SUBJECT TO TERMS AND CONDITIONS ON THE BACK HEREOF WHICH ARE AGREED TO

CABLE SHANGHAI 27 MAY 1921 STATION COMPANY

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MANIAUTDEX NET EXPORT PRICES 490 5 PASSENGER CHEVROLET TOURING REDUCED $145 IMMEDIATELY TO AFFIDAVIT SHOWING ALL TYPE CHEVROLET ON HAND MAY GIVING ENGINE CHASSIS AND INVOICE NUMBER

H. S. HONIGSBERG & CO., INC.

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40 Bubbling Well Road, Shanghai: Telephone, West 1234

Largest Distributors of Automobiles in China

NORWAY BANS MOTORS; CLASSED AS UXURY

Roads Unable To Stand Automobile Traffic And Will Be Reconstructed

As far as automotive progress is concerned, that of Norway is positively nil. In a letter to Automotive Industries from an American representative in Christiania, we learn of the most peculiar situation:

"The large importation of motor cars into Norway during the last two years is usually blamed for the falling of the Norwegian krone to about half its normal value in international exchange.

"The increased use of motor cars and motor trucks on Norwegian roads, which were built for light traffic only, has damaged them so seriously that all the main roads, even those built in the last two years will have to be entirely reconstructed.

"Motor traffic is considered merely a luxury here, and this, together with old traffic regulations, has discredited the automotive industry with the authorities.

"In an endeavor to improve the exchange, the Norwegian government has taken the drastic action of restricting the importation of everything they consider a luxury, and the first thing singled out was the passenger car. Norwegian dealers in passenger cars were not permitted to import more cars than they had in transit and paid for, before and on the first of August last. No more passenger cars will be permitted to enter Norway before the rate of exchange has improved considerably.

"Owing to the enormous expense of rebuilding the Norwegian roads, the authorities have found it necessary to regulate traffic to suit the roads instead of building the roads to carry the traffic."

For the convenience and safety of motorists in England signs attached to the roadside telephones are to be illuminated, that they may be more easily located after dark. Through a telephone system, operators of cars are able to obtain help from the motorcycle repair patrols which keep in constant touch with the call of the system.

HAS CHOICE OF TRACTION

Both caterpillar tread and wheel traction are provided with a new concrete mixer for street paving contractors, the two types of motive power being readily interchangeable.

Sedan Acts Mach Like A Submarine

A fiction-like accident in which a man and a woman in a closed sedan-type motor car plunged ten feet from a roadway into Sheepshead Bay in New York, were imprisoned in the car under six feet of water and were finally rescued by a mechanic, occurred recently, according to The New York Herald.

Benjamin Leffler, owner of the car, and his aunt, Mrs. Annie Lazarus, were riding along the embankment when Leffler lost control of the car, which went over the bank, turned end over end until it struck the water and sank. The closed doors kept the water out for several seconds until Leffler was able to stand up in the car, which was lying on its side. Holding his aunt in his arms, he tried to open the door when water began to trickle into the car, but the pressure was so great that he could not.

Afraid to smash the glass lest they be drowned before they could crawl through the window, they waited while water crept slowly higher and higher in the car. Then a face appeared at the window, disappeared for a moment and returned. The door was forced open and a man dragged first Mrs. Lazarus and then Leffler to the surface, where they stood on the side of the car until they were rescued by a rowboat.

CAN'T DRIVE CAR OFF

Where the distributor arm of the battery ignition system is removable the automobile owner can insure his car against theft, unless it be towed away, or another distributor arm supplied. The arm can easily be put in place as there is only one way in which it will fit.

Follow your lubrication chart and see that every part gets its oiling regularly.

For safety's sake, try out the brakes every time you take the car out.

FULL OF AUTOMOBILES

Bowling Green, the thriving little municipality of Kentucky, with a population of 15,000, claims the distinction of issuing more automobile licenses than any other city of its size in the country. It is estimated to have one car in every three inhabitants.

FORDS AGAIN REDUCED

CUT RANGES FROM $15 TO $50 ON MODELS

Touring Cars $25 Cheaper And Coupelets Drop Twice That Much

As Henry Ford is so prominent in the industrial world of America whenever he announces any important news it is of interest to the country at large. Therefore his announcement recently that he had again reduced the price of the Ford car was the subject of a great deal of comment.

It was Henry Ford who, last fall, declaring "the war is over" announced a drastic price cut on his cars, trucks and tractors and it is generally conceded that his cut was responsible for the flurry of price cutting that immediately followed.

After last fall's little price reduction excitement there were practically no more cuts until recently, when again prices began to be pared. When car after car reduced its price, naturally the public began to wonder as to what Henry Ford would do. The answer to that came last Tuesday when the following cuts were announced as effective June 7:

EDSEL ISSUES STATEMENT

Touring, $25; runabouts, $25; sedan, $35; coupelets, $50; chassis, $15; trucks, $50. The cost of the starter is reduced from $75 to $70.

Edsel Ford, president of the Ford Motor Company, in a statement on the reductions, said:

"These reductions have been made possible by reduced costs of raw materials and by increased production. So far as cars and trucks are concerned, we are now making new production records, the figures for the last few weeks holding around 4,000 cars and trucks a day. The reductions made effective practically bring the prices down to prewar levels.

"Our production at present is not built up to a point where we can reduce the price of the tractor. We are now losing $100 a tractor, due to low output. Production will have to be greatly increased before this will be offset."

When asked regarding the rumor that the Ford Motor Company will close down during July and August, Henry Ford said:

"In past years it has always been the policy of the Ford Company to close down for a couple of weeks during the summer just at harvest time, when thousands of our men were needed and wished to go back to the farms to help with the crops. This year, however, there is no such need for farm labor and we will not close down nor make any cut in our operations. Orders are streaming in with no sign of slacking."

NEW WAY TO GET REPAIRS

Let Woman Driver Get Stalled; Men Rush to Rescue

Maybe it's chivalry, or maybe it's plain curiosity. But in any event a woman driver in a stalled automobile will attract ten times the crowd and ten times the attention a man in similar circumstances can command, says The New York Sun.

At New Yorker, says The Sun, who drives a fine little motor car, has discovered a means of turning this fact to advantage.

"When my spark plugs need cleaning or my motor needs tuning, do I go to a garage? I do not. Instead I take my good-natured and good-looking stenographer out for a short spin. I stop the car and do a disappearing act while she moves into the driver's seat and assumes an expression of distress. In no time a crowd collects. Invariably some gallant young man who chauffeured an ambulance in France quarrels with another young man who worked in the motor test department of the factory back in Detroit for the honor and privilege of putting my car to rights. All the stenographer has to do is to show 'em where the tool box is. For quick, cheap and effective service I can highly recommend this system."

Rolling chairs used by invalids and others in England have to carry motor licenses.

FIRST TO ANSWER ALARM

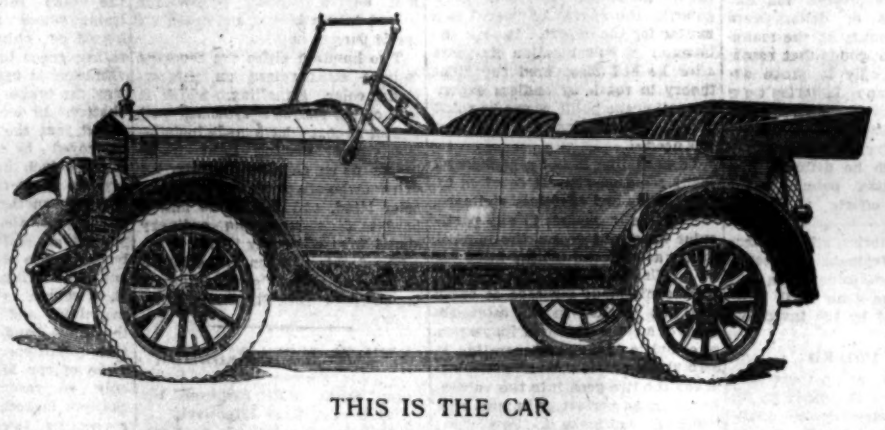
A motorcycle "fire engine" recently received a tryout by the fire department in a large Middle Western city in America and came through with flying colors. At a fire the new fire fighting machine with its crew of two men and equipment of eight extinguishers, reached the scene of the blaze long before the slow moving apparatus. With the extinguishers the two men put out the fire, which, had it been permitted to burn the few minutes before the apparatus arrived, might have caused considerable damage. Another feature of the new "engine" is its ability to dash around the corners and snake its way through heavy traffic and narrow alleyways. Veteran firemen and fire fighting authorities predict big possibilities for the new fire vehicle.

Every Week The Number Grows

THE ESSEX

QUALITY CAN'T BE KEPT DOWN

KEEP YOUR EYE OPEN FOR THIS MARK ON THE RADIATORS OF THE CARS YOU SEE ON THE STREETS OF SHANGHAI



THIS IS THE CAR

HUDFORD GARAGE

TEL. CENT. 322 89-91 RUE MONTAUBAN

THESE THREE:—

MODERATE FIRST COST,

EXCEPTIONAL MILEAGE,

SAFETY IN RIDING,

Constitute TYRE SATISFACTION.

THEY ARE ALL TO BE FOUND IN THE

Firestone

THE CENTRAL GARAGE CO.

9 HONGKONG ROAD. PHONE: CENTRAL 3809

Operating the largest and most completely equipped Tyre Service Station in the Far East.

Vulcanisation, Something Which Is Not Generally Understood By Autoists

Millions Of Dollars Spent Before Process Of Mending Tires Hit Upon

What is vulcanisation?

Here is a term frequently used by motorists, yet one not generally understood. To nearly everyone it has a mental association with tire repair shops, because the word appears prominently on the signs over many of these establishments. This association of ideas is so strong that many believe that vulcanisation is only another name for a tire repair.

But vulcanisation has not so limited a meaning as that, it is the process on which the whole rubber industry in the world rests. Every article of rubber manufacture that enters into the service of mankind has been vulcanised. Whether it is a teething ring or a tire, a hose pipe or a hot water bottle, a rubber boot or a golf ball, it must have passed through the process of vulcanisation.

MILLIONS WERE SPENT

Rubber manufacturers did not always know how to vulcanise rubber. Before the process was discovered millions of dollars were spent in this country in the manufacture of rubber goods that reached the market only to prove unsatisfactory. Many factories were erected, especially in New England, but all were a loss.

Daniel Webster, in the famous lawsuit in which he defended the first vulcanisation patents, said of these early efforts at manufacture:

"All these factories, all the earnings of the individuals connected with the business, came to an end and nothing was done until business was revived by the invention of vulcanisation."

MANY FAILED

These efforts at manufacture failed because of the inability to remove severa objectionable qualities in the rubber itself. Among these were a tendency to stiffen and harden and lose elasticity in cold weather, and to become soft and decompose in warm weather. A rubber coat would become so stiff that it would stand of itself, like a tent. In the summer time rubber goods on the shelves of merchants would get soft and sticky, and in time become a shapeless mass of odorous, decomposing vegetable matter. The odors were so highly offensive as alone to constitute a bar to successful sales.

The discovery of the secret of converting rubber from the useless state into one of the most serviceable substances known to man, was one of the great discoveries of the age. The inventor, Charles Goodyear, learned the secret only after ten years of arduous toil.

It is this process which constitutes what is known as vulcanisation. First, and several years prior to the full solution of the problem, it was learned that sulphur mixed with the crude rubber produced some changes for the better. But the complete elimination of the objectionable features was effected a number of years later, when the discovery was made that the mixture of sulphur and rubber when exposed to a high degree of heat, produced a "change" in the rubber, that gave it those qualities of durability and permanence which have made it valuable in so many ways.

SUSCEPTIBLE TO HEAT

Vulcanisation increases the elasticity and distensibility of rubber, and makes it insusceptible to changes, of temperature. In fact, when heated, the vulcanised rubber does not fuse and become clammy and viscid, but remains unchanged at all temperatures short of the absolute decomposition point. Oil and grease, which formerly softened it so qquickly as to make it unusable, no longer do quick harm to it, although in some forms, especially tires, oil and grease are counted among the chief enemies of long life for rubber.

Vulcanisation is generally spoken of among rubber manufacturers as the "cure." Many efforts have been made to discover other and less expensive methods of curing rubber, but thus far without success. In every rubber factory a large part of the cost of machinery and of labor is applied to securing a proper cure. True, some types of thin goods have been successfully vulcanised by the use of chemicals in place of heat, but the proportion of these is very small.

EXPENSIVE OPERATION

In tire manufacture the process of vulcanisation is especially expensive. This operates in two ways, first, in the cost of operation itself, and second, in the cost of adequate supervision to make sure that materials are not spoiled during the process. To illustrate the necessity of this supervision, it is necessary only to point out that a single drop of moisture in the rubber or fabric will, when the tire is subject to heat in the vulcaniser, turn to steam and expand into a "blister" that will ruin the tire's saleability. Among the most important parts of the equipment are the big "tanks" in which the tires get their heat bath. After the tire is built it is placed in a steel mould weighing from 500 to 6,000 pounds. Putting the tires into these moulds and taking them out again, and transporting the moulds about the factory, requires an amount of labor that is an important item in the cost of a tire.

When the building of a tire has been completed, and has been placed in the mould, it goes into the vulcaniser, a big, hollow tank, capable of holding a dozen or more tires of average size. When the tires are in place in the vulcaniser, the lid is screwed down and the steam turned in. The temperature rises gradually for 20 minutes, when a temperature of about 286 degrees is reached. The tire remains at this temperature for about two hours, when the steam is turned off. After fifteen minutes of cooling the moulds are taken out and the tires removed, and stripped from the cores on which they were built.

NEED FOR CARE

If everything has been done right the tire is a good one, but if there have been errors or slip-shod work, the tire is spoiled. Once a tire has been vulcanised it cannot be changed. It is like a jar in a pottery; until it is baked anything can be done with it but once baked its form becomes permanent and changes cannot be made. The task of regulating the degree of "cure" is a matter for the expert. It took the inventor of vulcanisation six years after he had discovered the right theory to reach by endless experimentation the point where he could give the rubber just the cure that was needed.

Tire building is not a haphazard, easily acquired art. It requires infinite pains and ceaseless vigilance. If a tire is imperfect in any particular it cannot go on the market except as a second. In the factories of the United States Tire Company this requirement for care at every step has resulted in the establishment of a rigid system of inspection so complete that every operation is carefully supervised by trained men. When the tire goes into the vulcaniser, it is as perfect as human eyes and hands can make it. So efficient has this system proved that the number of imperfect tires has dropped to an average of one in a thousand.

Once properly cured a tire cannot be subjected to further curing without producing an "overcure," a condition which results in the deterioration of the rubber. It is for this reason that so many retreading processes have been unsatisfactory.

The new tread must be vulcanised to the old carcass, and a certain amount of revulcanisation of the carcass takes place, causing such an overcure as to take the life out of the rubber in the carcass. While in the vulcaniser the rubber melts and runs together, so that the various parts that enter into the structure become firmly fused together in one piece. The ordinary rubber boot of commerce is one inseparable piece, welded and moulded together by vulcanisation. Yet when it went into the vulcaniser it was 39 separate pieces, any one of which might have been easily removed from the rest.

To secure a perfect union of one piece of rubber with another, vulcanisation is necessary. It is for this reason that small vulcanising outfits are found in every tire repair shop. In view of the intricacies of the vulcanisation process, it is remarkable to what a degree of efficiency many of these repairmen have attained.

Chicago Attempts To Get 10-Cent Gas

Recently a bill was introduced in the Illinois senate which was framed to create a municipal gasoline traction system in Chicago and a 10-cent-a-gallon municipal rate of gasoline.

The bill, framed on the model of Mayor Thompson's transportation district scheme, provides that on a referendum vote a gasoline traction district shall be created and the city shall take over the business of supplying gasoline to users of motor vehicles at the fixed rate of 10 cents a gallon. Any deficit in the operation would be met by general taxation or a bond issue.—Motor Life.

Spotlights Cause Many Accidents

Spotlights and glaring headlights have caused thousands of automobile accidents. Failure to use the dimmers when approaching another car on the road at night blinds the on-coming driver and he risks either scraping your wheels or toppling over in a ditch. In motoring circles the driver who refuses to dim his lights is ranked with the road hog and other undesirables.

In England, to secure greater safety on the highways, patrols are stationed at dangerous crossings to warn motorists, and at bad stretches of road.

SCARCE IN GERMANY

Rubber tires are still so scarce in Germany that most motorists have to bump over the highways on iron rims. The few who can afford it use a thin coating of rubber on the rim.

FLASHING BEACON IS GUIDE FOR TRAFFIC

Nobel Prize Winner Invents Flashing Protector For Motorists

Application of marine practice to the problem of motor traffic control is the newest development in the national movement to safeguard the use of standardised color signaling. The new instrument of warning is the flashing beacon used on the high seas by the leading nations of the world.

The land lighthouse, or flashing traffic beacon, is the latest guide to motorists, placed at danger spots on national highways, and in city traffic; otherwise known as the 24-hour-a-day traffic officer mounted on a suitable foundation of concrete or stone.

Like the beacon at sea, the city traffic beacon is an unwatched light, automatic in operation for months at a time. Fuel is supplied by an acetylene gas accumulator in the base.

To these beacons and highway lighthouses is applied the national system of colors approved by the committee on standards of the American Association of State Highway Officials, and by other national organisations and many cities in the United States. Red is used for first degree danger, yellow for second degree danger, and green for traffic danger only.

Two hundred cities are reported to have standardised on this national color signalling, which is that of the railroad systems, and almost as many have made installation of the flashing light traffic beacon as an effective warning for drivers who are partially, or wholly, color blind, and those who find it hard to distinguish the ordinary signal from other city lights.

The flashing beacon is the invention of Dr. Gustav Dalen, winner of the Nobel Prize in Physics in 1912.

HOW TO CLEAN RADIATOR

Pump Spray Will Brighten Up Entire Car Most Effectively

Through serving as a sieve through which dust is constantly drawn by the suction of the fan, the radiator core becomes prematurely old in appearance, particularly as viewed from the front. Often one will see an otherwise spotless car with a dull or splotched radiator core.

By the occasional use of a pump spray the front of any car may be kept solid black, aluminum, or any desired color with little attention or expense. The spray is filled with liquid lamp black or with ordinary paint of the desired color, thinned with equal parts of gasoline. The gasoline lightens the coat applied, and assists its penetration back into the crevices in the core which cannot be reached with a brush. By operating the pump handle the paint spray is distributed evenly over and into the surface of the radiator core, and a new effect is secured in a few minutes. A piece of wrapping paper should be placed behind the radiator to protect the engine.—Motor.

SPEED LIMIT TO BE RAISED

Lansing, Mich., Saturday, June 11.—Governor Groesbeck has announced that he will sign the bill passed by the Legislature raising the speed limit for automobiles from 25 to 35 miles an hour just as soon as it reaches him. For the accommodation of the thousands of summer tourists who drive through Michigan each year, letters will be sent to every sheriff, constable and chief of police in the state requesting that they permit the new speed limit. Numerous complaints have reached the governor that many of the smaller resort towns are taking advantage of the 25-mile limit to arrest and fine tourists. The governor feels that tourists should be encouraged to visit the state and that all reasonable support should be extended to the resort business in Michigan.

REASON FOR GEARS

The transmission gear set is used on the automobile for increasing power in the engine when starting away, driving up steep hills or through sand or poor roads. As there is only a limited amount of power developed in an engine because of the limited amount of explosive mixture admitted to the cylinders, increased power is obtained for the above mentioned conditions only through engaging lower speed gears of the transmission, thereby revolving the engine considerably faster in proportion to the speed of the car.

LONDON HAS PILOTS

Pilots who knew London and its traffic conditions have been retained by the Automobile Association, to guide its members from the country through the city. The service is free to members.

Keep your eye on the ammeter. It's the watchdog of the battery.

PALACE TO A GARAGE

The palace of former Archduke Franz Salvator, in Vienna, is being converted into a garage with a capacity of 1,000 cars. It was sold for 67,000,000 crowns or about $100,000.

Perfect Car Brake Not Yet Produced, Says Motor Expert

BY H. A. TARANTOUS,
(Member of Society of Automotive Engineers)

We confess to a distinct lack of progressiveness when we admit, as we do, that the brakes on the average car are not as good as they ought to be. As a whole, American cars show poor brake layouts, and no attempt is made from year to year to correct the faults. The average driver must reline the brakes of his car once a year or so, and the cost is more than it ought to be. We should have more effective brakes, brakes that last longer without requiring lining renewals, and the cost of replacing the lining should be a matter of a few dollars. As a driver on the road, you know that there is evidence sufficient to show the insufficiency of some brakes. You know also that in your own car perhaps loud squeaks and chattering attest some fault in the lining or the brake layout.

Some cars, as you know, emit a loud squeak every time the brakes are applied. The driver imagines that it is due to the lining or to the adjustment being wrong, or to some such cause. Fundamentally, it is due to a periodic vibration of the brake bands, emphasized by lining whose rubbing surface is glazed or shiny. It may seem rather queer to many, but if this vibration is upset in some simple way the brakes neither squeak nor chatter. In one make of car it was found that the vibration could be destroyed by drilling a three-eighths inch hole in the band at a point about two inches from the end. In another make of car it was found that the simple expedient of shifting the band centering device eliminated squeaking and chattering. The chattering is, of course, vibration of a high magnitude and may be set up in the brake bands only under certain conditions. One well-known make of car has brake chattering only on reverse, another make chatters in both directions.

CAREFUL INSPECTION URGED

Chattering and squeaking in themselves show that the brakes are not doing what they should, for the vibrating bands cannot hope to grip the drum as firmly as nonvibrating ones. It is, therefore, essential that we get rid of the trouble for safety's sake as well as to quiet our nervous system.

Brake bands and the whole braking system ought to be inspected once a month. The writer is of the firm opinion that this ought to be done by some competent state or government agency, for if it is left entirely to the owner he will make the inspections, but go no further. One must understand the braking system in detail in order to know whether it is in good condition. The matter of making a band adjustment by shortening a lever or a rod is in itself simple, but suppose such an adjustment is made and the brakes do not hold well. The owner must go further. In justice to the owner he ought to know that the tight brakes remain so only for a short time. The lining wears itself down and then the brakes need adjusting again. Often the linings will hold along a certain area, leaving much of the lining surfaces out of contact with the drum. In such a case the bands must be reset over the drum so that they are concentric with it, then the pull on the bands brings all braking area into engagement.

JUDGMENT ALWAYS PAYS

Every automobile driver ought to be able to stop his car within a reasonable distance, dependent upon the speed of travel. This will be possible only if the lining always is in good condition and takes hold of the drum all round. In some hilly sections of the country it is quite possible for an owner to burn up brake lining in ten miles of travel if he does not use a little judgment in saving the lining. There should be no occasion for a driver descending a steep grade with the brakes applied firmly in order to hold the car back. Every driver ought to know that by shifting into second or first speed the retarding effort of the engine is brought into play and even on steep grades the brakes need hardly be used. Under perfect conditions of driving lining ought to last three years instead of one.

Other Cities Copy New York's Towers Traffic System

Other large cities are planning to follow New York's example in regulating traffic from police towers.

So successful have New York's five experimental towers proved that they are to be replaced with permanent structures, ornate in character.

Five towers are in operation on Fifth avenue at Thirty-fourth, Thirty-seventh, Fifty-second, Fiftieth and Fifty-seventh streets.

They control traffic for a distance of two miles.

Dr. John A. Harris, special police commissioner, erected them at his own expense.

Each tower is 25 feet high.

The policeman in the middle tower at Forty-second street is the keyman, flashing the signals which are relayed by the other towers.

These signals are green, yellow and red lights.

Green: North and south traffic moves.

Yellow: East and West traffic moves.

Red: Stop! Signals change.

"Vehicle drivers and pedestrians are quickly educated to watch the towers," says Dr. Harris. "A few months' operation shows it's absolutely the best plan of speeding up traffic and safeguarding up traffic and safeguarding lives."

The "horseless carriage" 25 years ago was a curiosity with Barnum and Bailey's circus.

WHEELS NOW ALL SAME SIZE

All four wheels of modern cars are the same size, but in some early makes the front wheels were smaller than the rear wheels. This was objectionable for a number of reasons, one of which was the necessity of carrying two different sized spare tires.

Spare Fan Belt Should Be Carried

A spare fan belt is something that should be in every tool box The cost of a new belt is small and the security that it gives is in itself excellent interest on the investment. It is certain that sooner or later the belt in use will break, wear out or stretch so that a new one must be installed. Inasmuch as the belt may fall at an awkward moment, it is well to be fortified with a spare. This advice applies particularly to cars where not only the fan but also the generator or water pump or both are also belt driven.—Motor Life.

JANITORS AND TRAFFIC

Detroit has called upon its school janitors to act as traffic cops while school is opening or "letting out." And if any motorists do not mind these utility traffic cops, they face the chance of meeting a plain clothes policeman at a janitor's post.

Spare Tire Is Sign Of Truest Economy

Why spoil the pleasure of a motor trip by setting off on a trip without a spare tire? With a view to economy many drivers are carrying no spares today, but it is a form of economy that does not pay. A spare tire of good quality is one of the absolute essentials for a car—it is the tire you depend on to bring you home.

The spare ought to be covered to protect it from the effects of sunlight and heat, says the United States Tire Company. Sunlight has a bad effect on rubber even in the coldest weather, for it produces a "cracking" or "checking" on the surface which rapidly extends to the interior, causing deterioration. Heat has an even more destructive effect. Spares sometimes are carried uncovered near the exhaust. This is poor practice if the heat strikes an uncovered tire directly.

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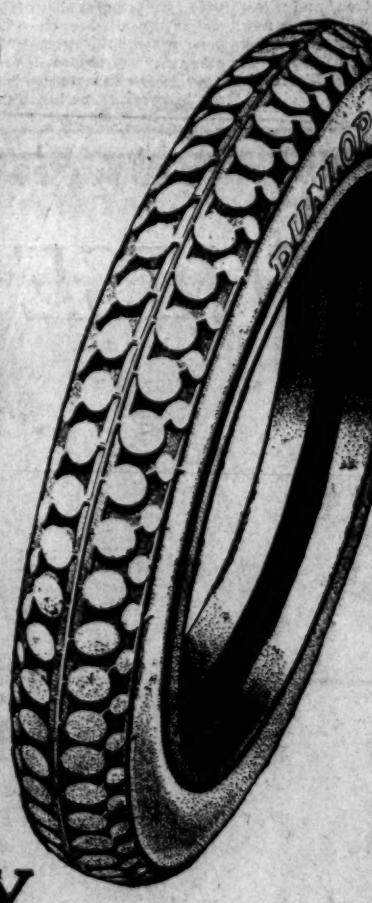

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Closed Vehicle Is But New Adaptation Of Older Method Of Transportation

Sedan Chair Designed In France Many Centuries Ago; Later Came The Coach, Which Has Been Supplanted By The Motor Car

BY P. B. WHAYOR

Since the dawn of history the enclosed conveyance has been the mark of culture and refinement. But the closed car today has come to mean more than distinction; it is a car for the use of the practical person—because it is always ready for use in any sort of weather.

There was a time in the history of conveyances, for, after all, the automobile evolved from the carriage, when a man using a sedan was looked upon with ridicule and scorn. He was a sissy and a mollycoddle to ride in a closed car; closed vehicles were meant only for women; men should ride on horseback. But where did this idea originate? Who built the first sedan?

Over in Northern France is a small town known as Sedan. It was there that the first sedans were used. Far different from the cars we know of today were the sedans of that day. That was over 400 years ago. The sedan-chairs were built to accommodate one person. Two poles were fastened on the side and two men carried the chair. Often these sedans were richly upholstered and highly ornamented. Sometimes they were gilded and studded with jewels.

IN SIXTEENTH CENTURY

And so in the sixteenth century we find mentioned in the history of Western Europe the use of the sedan. The Duke of Buckingham, in the reign of James I., was about the first person in England to have a sedan. He was ridiculed for using it, because it degraded his fellowmen; it made beasts of burden of men.

However, in the eighteenth century the sedan became a very common means of transportation for ladies and gentlemen, especially while attending functions requiring full dress. Even today this same mode of transportation is used in certain parts of Europe. China, too, has been using this idea for centuries.

NATURAL ENOUGH

It seems almost a natural turn of events that the automobile should combine the carriage or coach idea with the sedan chair. The coach was introduced in England at about the same time that the sedan car was. Queen Elizabeth had a closed car. At one time she requested that every part should be opened, so that all of her subjects could see her. It seems that about a hundred years later they became almost a nuisance in London. We find traffic regulations introduced in parliament. Poets and writers were complaining. One poet, Taylor, wrote:

"Carroaches, coaches, jades and Flanders mares
Doe rob us of our shares, our wares, our fares.
Against the ground we stand and knock our heels.
Whiles all our profit runs away on wheels."

In spite of our feeling against this mode of traveling, the coach became more popular, until we learn that in 1700 there were 6,000 coaches in London.

And so the idea has grown. At the close of the last century the automobile was introduced. You remember the ridicule it called forth. It was only an experiment, and only meant for rich folk.

But no sooner was the automobile established than the closed car was introduced. Accepted at first by the wealthy, it was a mark of distinction and wealth. Now people are choosing the closed car, not merely as a mark of distinction, but for its practical features. It becomes a warm car in winter and a cool car in summer.

It is interesting to note that one of the largest automobile firms, Dodge Brothers, is laying especial emphasis on the sedan at this time, showing its practicability. This last feature will continue with the American people until it shall be a universal custom to use the closed car.

Automobile's Universal Joint Vital Part Needing Attention

BY ALEXANDER JOHNSTON,
Editor of Motor

The universal joint is one of the most inconspicuous items in the mechanism of the modern motor car. Many car owners do not even realise that there is such a part, and yet its function is vitally important, its service is severe and continuous. One result of the self-effacing character of the universal is that it seldom receives the small amount of care that it needs to keep on performing its important and difficult function. And thereby hangs our present tale.

Every car owner knows that in the mechanism of his vehicle there is a propeller shaft which carries the drive from the engine to the rear wheels. Here it is that the universal joint comes in. If the propeller shaft were a solid piece, it would snap off the first time that the rear axle passed over a bump in the road. The universal joint is so constructed that it can move in all directions, not only revolving with the propeller shaft but moving up and down and sidewise. In this way when the rear axle bounces up and down, the universal compensates for that movement, even while it is revolving with the shaft.

Obviously then there is constant movement in the universal joint and movement in several directions at once. Pretty strenuous service, as anyone will agree. It follows that some sort of care must be needed to keep the joint up to performing its allotted difficult task. In most cases this is lubrication and, regretfully be it said, the average car owner generally forgets all about it until the hard-working universal finally fails, not so much through hard work as lack of ordinary care.

LUBRICATION IS PROBLEM

From the nature of the universal lubrication is somewhat of a problem. Because of the type of motion in this part the lubricant is likely to be thrown off to the side of the centrifugal force that is present. In other cases the lubricant is squeezed out from between the rubbling surfaces, where it is needed, because of the twist or torque at the joint.

The original universal joints were simply a cross-shaped piece, the ends of which acted as bearings for a U-shaped part. The present type of universal is of what is known as the ball-socket type. This is simply a ball resting in a socket, permitting the universal movement that is needed. In some cases the universal joint also provides for front and back movement, but in most cases this thrust movement is taken care of elsewhere.

Within the past few years a new type or universal joint has come into use, in the shape of fabric, leather or combinations of fabric and leather. The prime advantage of this non-metal joint is that it does not need lubrication. Obviously it also eliminates noise from this part. The only care that is necessary for this latter type of joint is a monthly inspection and a tightening up of the retaining members as they need it.

LEATHER SOMETIMES USED

The fabric or leather joint cannot be used in all designs. The angle of operation of the propeller governs this. If the shaft is nearly level the fabric joint serves very well, but where the shaft has a considerable angle of operation the metal joint must be used because of its greater range of action. These flexible joints, as the fabric type is also called, are much used where the transmission is placed amidships, the joint being located between the clutch and the transmission.

In the case of the metal universal, the car owner should make a practice of renewing the lubricant at stated intervals. Once a month in some cases and in others once in three months will be ample. In some cases a metal housing is used and in others a leather boot protects the universal. This should be taken off, the part should be flushed with kerosene and the housing should be repacked with grease, graphite or some of the nonfluid lubricants recommended for the purpose. That is all there is to it. Not a very difficult task and one that should be religiously performed in the interest of efficient operation.

When the car develops a tendency to jerk when it is running slowly in high gear it is reasonable to suspect a badly worn universal. The wear is probably due to the failure of lubrication or positive neglect of it. Give the universal joints—there may be two and there certainly will be one on the propeller shaft—the small amount of attention they need and they will outlast your use of the car.

Says All Motor Cars Will Have Own Stills

Thomas A. Edison Jr. Announces He Is Seeking Substitute For Gasoline

Boston, June 4.—Every automobile will be carrying its own still by 1935, according to Thomas A. Edison Jr. These stills, however, will not be for the manufacture of liquor, but rather for the purpose of distilling the new substitute for a gasoline that Mr. Edison the younger is rather confident he will discover within the next ten or fifteen years. The still is to be operated by the heat and motion of the motor.

Mr. Edison in speaking at the graduation exercises of the Knights of Columbus free technical school for former service men and women last night declared that for ten years he had been seeking a substitute for oil, a mixture of kerosene and some other ingredients, which will have the combustible qualities of gasoline. The problem will be solved, he said, by the manufacture of individual distilleries to be attached to cars, which will produce a combustible mixture from crude petroleum and other chemicals, while the car is in motion, just as current is generated by electric cars in motion.

Telling the K. of C. class that it was his ambition to perfect this distillation device, Mr. Edison added that a car of average power would be able to produce sufficient oil to run itself and enough valuable by-products to pay for its maintenance.

"The salient problem in international relations is oil," the speaker declared, "and the next war will be fought over the question of oil lands. Future wars will be fought in the air, and you can't fight in the air without an ample supply of oil. Ten million cars in the United States are drinking up our oil supply by millions of gallons a day. Shortage is looming ahead."

While in the K. of C. school Mr. Edison found for the first time a man who could answer his father's test questions at one sitting. He was John Farrar of this city, a student in the accountancy class.

REASONS FOR POUNDING

If a pound in the engine is regular and continuous it is likely to be from lost motion in the bearings. If it is irregular and occasional, it is more likely to be due to preignition caused by incandescent carbon or from imperfect connections. If the pounding is accompanied by occasional missing, especially if the missing is more frequent when the car is running than when the engine is idling, it is more apt to be due to imperfect electrical connections.

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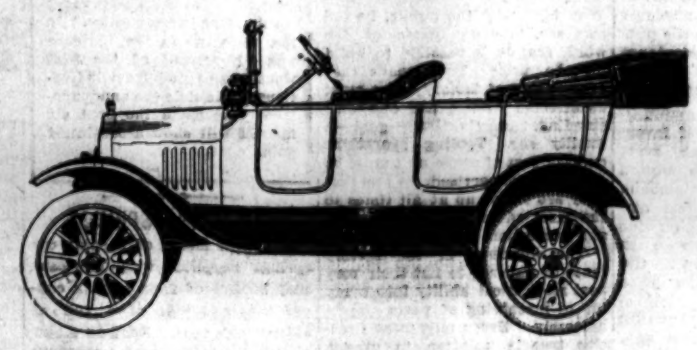

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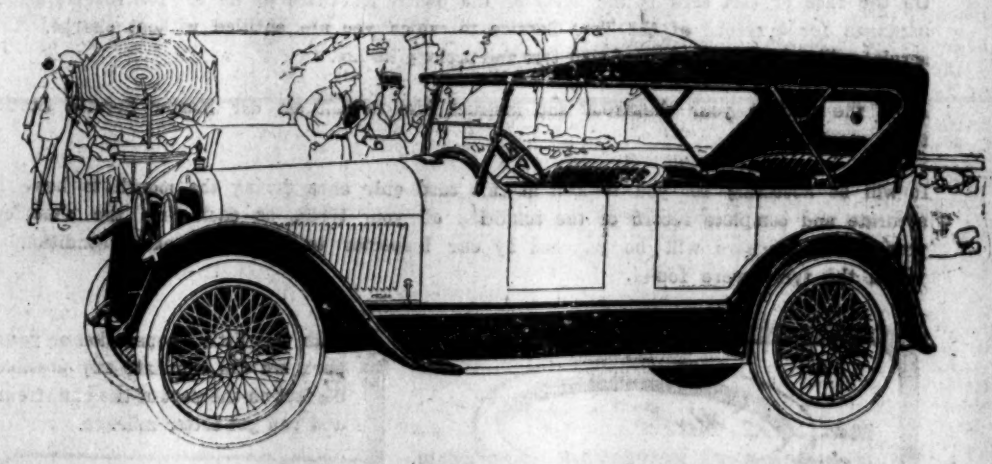

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Quality Is Automobile Manufacturers' Chief Aim

Public Which Buys Cars Is Ever Present Factor Manufacturer Must Consider

Jackson, Mich., June 11.—Quality in an automobile must be the manufacturing objective from the start, not an afterthought. Quality, if the product is going to live up to the true meaning of the word, must be in-built, not added on.

If the designs are for a quality car and every department in the factory functioning accurately, making all parts according to prints, the product will be one of quality. If the designing of parts is not right and quality is not their basis, the product will not measure up to the standard of today. The manufacturer who is not keeping abreast of the times in his manufacturing policy is losing money staying in the industry, and he is probably wondering why. To insure public acceptance of a product the manufacturer must begin his quality policy with the selection and purchase of steel and raw materials that go into his car. Quality above quantity is not a difficult goal to attain, and surely there can be none more worthy of effort. An automobile can be only as great commercially as the public's appreciation and acceptance of it.

PUBLIC DISCRIMINATING

This means that the manufacturer, to maintain himself favorably in the public estimate, must measure his stride by the public's wants, because the automobile buying public has grown discriminating and is looking for quality value in preference to price, in other words, the maximum quality for the price paid.

Thus it is important that quality be obvious. Several years ago, perhaps, this was not necessary, for then the motorist had not the understanding of motors, lines, gears, lubrication, etc., which he possesses today. Details of construction which formerly received scant attention from buyers are now subjected to the most critical inspection. In brief, the public has become experienced. Hence in building automobiles nowadays it devolves upon manufacturers to meet the requirements of taste and utility, based not on the layman viewpoint, as formerly, but upon appreciation founded on actual use, day in and day out, over country roads and city streets.

The manufacturer must always bear in mind that while he may be building a car, it is the public that is buying it. Therefore, in any program of production the public is an ever present factor, for in the final analyses the public may accept or reject a product. Acceptance is a matter of quality value. The buyer wants to feel that he is getting value for his money. That does not mean a preference for lower price. The purchase of a car in the medium price class represents a bigger investment to the purchaser than do the higher-priced cars to their owners.

OWNERS PROUD OF CARS

The car owner wants to feel pride in the car he drives and confidence in his selection. No one is anxious to admit bad judgment in the purchase of an automobile—or anything else, for that matter. It is a human desire to have one's acts approved. So the car to which a manufacturer lends his name and asks the public to accept must, in order, to uphold the manufacturer's reputation and keep faith with the public, be the best car, in every sense of the word, that it is possible to build for the price. This means that every phase of factory effort must be directed toward the one outstanding, dominating goal—a quality car. Tooling operations on each part of every unit must be constantly supervised, to see that they are keyed up at all times to the most advanced improvements and perfection.

The workmen in the factory must be inspired to put their very best mechanical ability into every bit of machining of parts and in assembly. Every unit must function true in relation to others, gears meshing perfectly and without noise, steering and car control just right. But the quality workmanship so necessary in the building of a quality automobile will not be forthcoming unless the production policy is one of quality.

Comfort, refinements in body lines, upholstery inviting and durable, general finish and finality of appeal—all these are part and parcel of quality car building. Adherence to them is essential if the public is to continue in an attitude of acceptance.

The average size of the American automobile is a five-passenger car with 105-inch wheelbase. The average price is $995.

Relative Sales For U.S. Show Demand For Overland Cars

Figures on the progress of Overland business in the United States during the six weeks following March 1st show an advancement interesting to every merchant not only in the United States but overseas.

Taking the sales for the first week in March as a starting point, although that week showed a much greater business than any previous week of the year, it is a simple matter to reckon the fluctuations of business since that time.

The sales record of the second week in March showed an increase in retail sales throughout the country of 17 percent over the first week. The sales of the third week were 41 percent more than they were in the first week. The fourth week showed a drop, the increase for that week over the first week being 25 percent. This fluctuation was natural, however, and reflected the heavy snow storm which swept the eastern section of the United States.

The fifth week again showed business on the climb the increase in sales being 60 percent of the first week's sales. In the sixth week the increase was 71 percent of the first week's sales and from indications at the time the announcement was made the next six months will show a continued gain.

FOR OILING SPRINGS

A simple means of keeping car springs supplied with lubricant may be devised from a small copper tube and part of a roll of electrician's tape. Bend an elbow in one end of a copper tube eight or ten inches long, and flatten the rest of the tube so that it will fit snugly against the side of the spring. Drill holes in the pipe at short intervals and then tape it securely to the spring. Thereafter the leaves may be kept lubricated by pouring oil periodically into the tube. The device has the objection, however that the tape will wear from spring flexion and must be renewed occasionally.

AT LEAST

Valves should be ground about every 1,500 miles.

Slipping Clutch Wastes Power; Strains Engine

A slipping clutch is a constant waste of power and fuel and a strain on the engine. Sometimes this trouble is so noticeable that the driver has no difficulty in diagnosing it. But in many cases it is necessary to test the clutch in order to be sure that it is not slipping. Such a test is very simple. With the engine running pull on the emergency brake, put the gears in low and then let in the clutch. The engine should stall immediately. If, however, the engine continues to turn over in spite of the fact that the car is braked and stationary, then this is evidence that the clutch is slipping. If at any time when using the car the engine appears to overheat for some unaccountable reason, or if the engine lacks power and the gasoline mileage is lower than usual, it is well to make this test.

One of the largest automobile plants in England has reached an average productive output of 150 cars a week, with a maximum of 175. This amount is three times greater than it was before the war. Employment during the last year has been given to between 7,000 and 8,000 people.

Sparing Use Of Brakes Saves Tires And Gas

The cost of tires, gasoline and repairs may be appreciably reduced by using the brakes as little as possible. It is really surprising how much brake action may be eliminated by permitting the car to lose momentum by coasting. In the majority of instances the need for slowing down can be seen far enough in advance to permit the coasting method to be used. This practice is not only easier on the car, but it is less work for the driver and also is less fatiguing to the passengers. It is worth while remembering that collisions sometimes occur as a result of too quick a stop, although it is usual to look at the possibility of accident from the opposite standpoint, ascribing them to stops that were not quick enough. However, it frequently happens that if a motorist pulls his car up quickly he will be rammed from the rear by a car that is running close and yet has brakes that are less powerful. There are times, of course, when situations of this sort cannot be avoided, but the motorist who habitually arrests the motion of his mount with all celerity is courting unnecessary risks.

Mr. Motorist, How Many Of These Are You Guilty Of?

Drive fast and attempt to stop suddenly on a wet pavement.

Start the engine with the switch turned off or without gasoline in the tank.

Forget that using the starter a certain number of times will exhaust the supply of current in the battery, unless the engine is run sufficiently to recharge it.

Fill the lubricator in the engine and neglect to lubricate other parts of the car.

Advance the spark when starting the engine.

Allow the clutch to engage suddenly.

Apply the brakes suddenly when it isn't at all necessary.

Push in the starting button when the engine is running.

Blame the starter when the engine doesn't start, without looking into the gasoline tank.

Neglect to inspect the level of the acid in the storage battery even after two or three weeks have gone by, and overlook a supply of distilled water needed.

Shift from third to second or first gear when the car is running at a high rate of speed.

Forget to keep the radiator filled with water and a good anti-freezing solution in cold weather.

Shift reverse gear when the car is moving ahead.

Neglect to investigate any unusual sound which may develop in the car.

Overlook keeping the tires properly inflated.

Release clutch when the throttle is open very wide.

Benevolently allow every Tom, Dick and Harry to drive our car without admonition or chiding.

Let every mechanic, or so-called repair man make us believe he knows more about the way the car ought to be built than the manufacturer.

Use the starter to run the car, even while understanding that excessive overload on the battery is very injurious.

Forget all about covering the radiator and hood with a blanket or robe when the car is left standing in the cold, and that doing so would keep much of the heat in the cooling system and facilitate the starting of the motor.

Allow your car to stand in puddles of oil or water, while perfectly aware that neither one is good for our tires.

Overlook the fact that pan, engine and other mechanical parts of a car should be kept clean.

Turn corners too fast.

Open the throttle quickly, without giving the motor a chance to pick up gradually.

Find it too much trouble to keep our brakes adjusted—or at least too much trouble to keep our mind on it.

Neglect to familiarise ourselves with the use of the hand lever brake and thus be prepared for emergencies.

Fail to release the clutch before shifting gears.

Accelerate too quickly, and so enjoy the car jumping and the motor pounding.

Fail to examine the car occasionally for loose nuts and bolts.

Race your engine under any and all circumstances when you feel like it.

Fail to heed the squeak that calls for oil.

Take your car out without noticing whether it is properly lubricated.

Attempt to start without being sure the brakes are released.

Make adjustments on your car before knowing whether we're right, just trusting to luck and the god of simpletons.

Fold the car top back when wet, not knowing or careless about rapid deterioration.

Let your engine labor up a steep hill without dropping to low gear.

Professor Solves Skidding Problem

Washington, May 14.—Full browed, bespectacled scientists, absorbed in Einstein's theory of relativity and the stratification of suspended particles, paused here the other day to discuss the unsolved problem of steering an automobile around a corner without skidding.

As a matter of fact the problem is a simple one, according to Prof. A. G. Webster of Clark University, Worcester, Mass. Webster concluded the day's program of the National Academy of Sciences in annual convention here with a lucid discussion of the subject.

Motorists, Professor Webster declared, must simply bear in mind:

That the centrifugal force in making the turn is proportionate to the curvature of the street corner.

Then decide the minimum of the square of the centrifugal force.

Calculate the power of the curve.

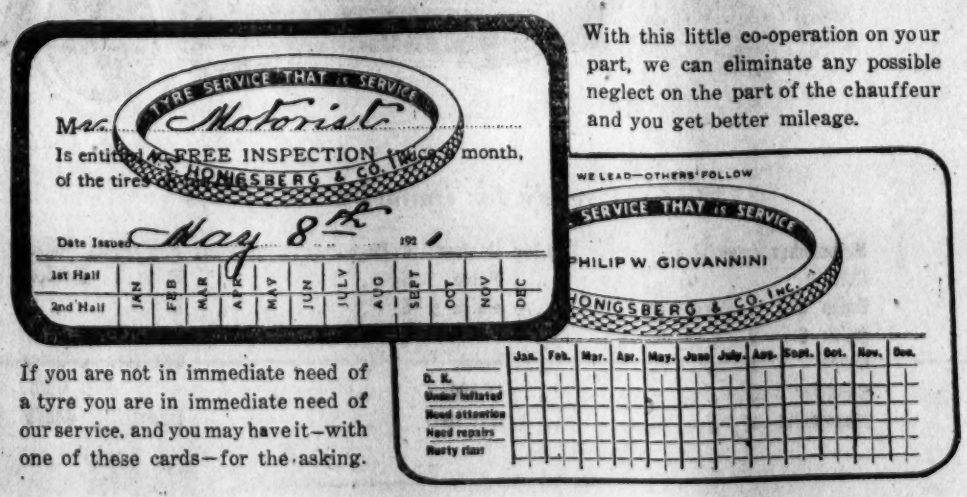
THE TRUMP CARD OF REAL SERVICE

When you buy a tyre from our Master Tyre Service Station, we mail you a card and a letter of explanation.

On the face of this card is the name of the owner and date of issue. The reverse side is arranged for a record of the Tyre Service to which you are entitled without charge. This service will enhance the value of your tyre and prolong its life.

Hand the card to your chauffeur and instruct him to call at our Master Service Station twice monthly.

It will be necessary for you to look at this card only once during the month to have an accurate and complete record of the condition of your tyres, as each time the chauffeur presents it, the card will be punched by our inspector to show the exact condition in which the tyres were found.


TYRE SERVICE THAT IS SERVICE
Mr. Motorist
Is entitled to FREE INSPECTION twice a month,
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H. S. HONIGSBERG & CO. INC.
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SERVICE THAT IS SERVICE
PHILIP W. GIOVANNINI
HONIGSBERG & CO. INC.
O. K.
Under inflated
Need attention
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Rusty rim
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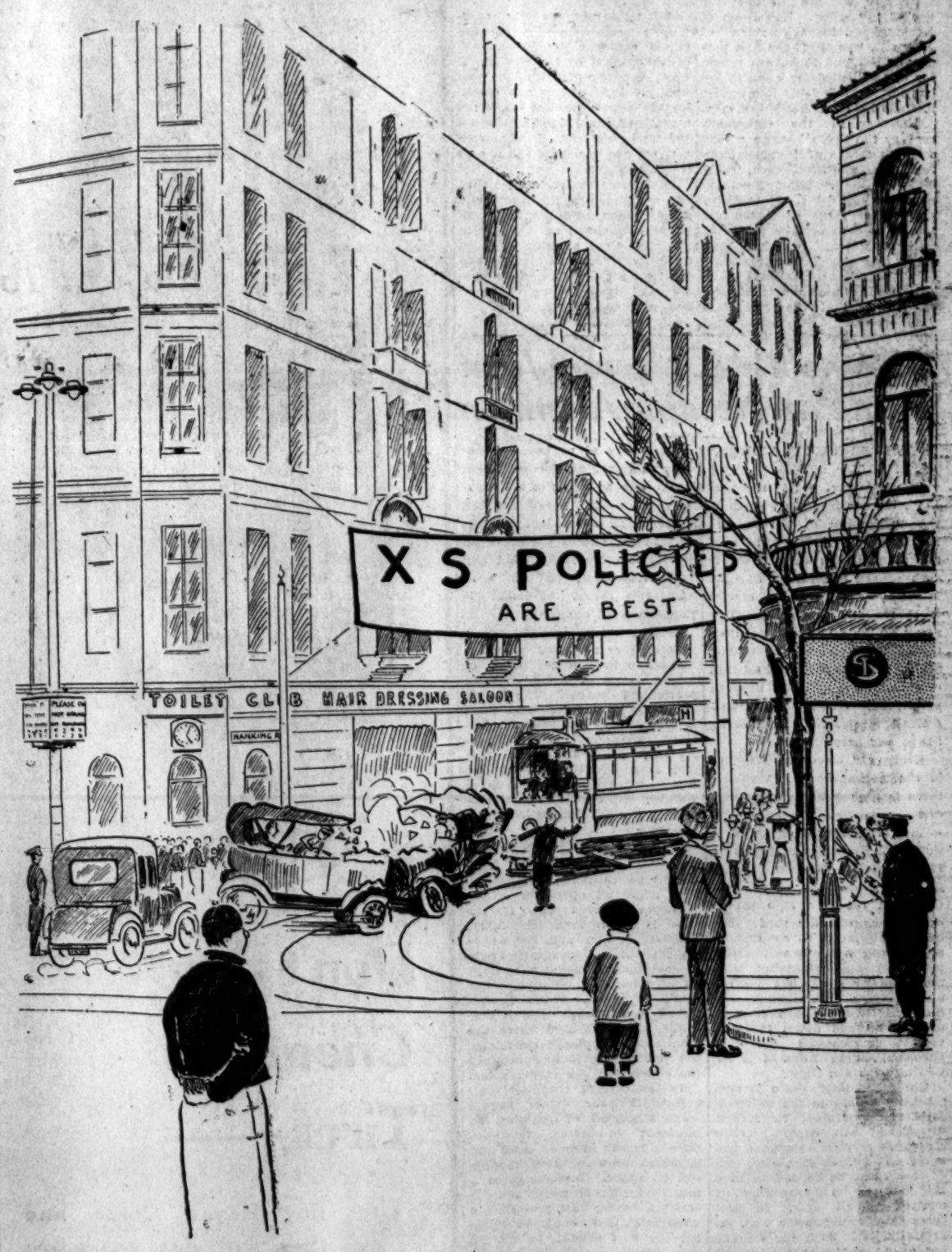
With this little co-operation on your part, we can eliminate any possible neglect on the part of the chauffeur and you get better mileage.

If you are not in immediate need of a tyre you are in immediate need of our service, and you may have it—with one of these cards—for the asking.

H. S. HONIGSBERG & CO., INC.

Philip W. Giovannini (JO-VA-NI-NI)

Manager, Tyre Department.



ACCIDENTS WILL HAPPEN

IN THE BEST-REGULATED TRAFFIC

China × Press × Sports

SHANGHAI, SUNDAY, JULY 17, 1921

CRICKET CLUB DEFEATS RECS IN FAST GAME

Cricket Match Played After Late Start Despite Rainy Weather

S.C.C. GUESTS AT TIFFIN

Victors Close Contest With Margin Of 41 Runs After Hard Effort

Despite the rain and heavy nature of the ground, the match between the S.C.C. "B" team and the Recs took place and after a late start, the game was won by the club by a margin of 41 runs. The Club XI were the guests of the Recs to tiffin and after waiting for conditions to improve a start was made a little after two, the Recs batting first in the rain, Ollerdessen and Ellis going to the wicket to open against Rawsthorne and Dr. O'Hara. Ollerdessen narrowly missed being stumped off his second ball, the wicket keeper jumping across but was unable to gather the ball. After this he settled down and runs came freely, until 40 runs were on the board when he had to go being l.b.w. to Dr. O'Hara with 33 to his credit. A good forceful innings with plenty of wood behind his shots. Things were dull until Bhoora came in and with several forceful shots on the off collected a useful 15 before being taken low down in the slips one hand by Wodehouse. The last seven men only managed to get eleven runs between them, the bowling, despite the lack of foothold and the greasy ball, being very steady and on the spot. Thanks to Dr. O'Hara with 6 for 19 and Wodehouse with 3 for 8, the innings closed for 76.

The rain had stopped and things were brightening up when the club opened their innings with Muriel and Robertson who gave the club an excellent start putting on runs freely until Robertson was stumped by Barnes for twelve and Ellis caught Muriel off Bhoora for 24. Things then went very badly for the club wickets were falling very cheaply despite a very steady innings from Hansell, who finally succumbed to Bhoora for 15. Dr. O'Hara went in when things were at their worst, but in his determination to score unluckily put up a catch to Quincey and had to go. Brook joined Hansell and runs came more freely until Hansell had to go. Then Brook and Rawsthorne made a bid for victory, the winning hit coming from Brook who glanced Wilson to leg for four. Rawsthorne continued to score until he was caught and bowled by Wilson for 18. Vine came in as last man and scored two off his first ball but was clean bowed off his second, Brook carrying his bat for 29.

Bhoora bore the brunt of the bowling, in his nineteen overs he secured 8 wickets for 39. The catching was good considering the slippery state of the ball but the nature of the ground made outfielding difficult.

Below are the detailed scores:

RECS.

H. B. Ollerdessen, l.b.w., b. Dr. O'Hara	33
J. J. Ellis, b. Hansell	9
L. P. Quincey, b. Wodehouse	6
C. H. Bhoora, c. Wodehouse, b. O'Hara	15
T. Wallace, b. O'Hara	0
P. Madar, b. Wocehouse	2
W. T. Manley, b. O'Hara	6
T. W. R. Wilson, c. Muriel, b. O'Hara	3
G. G. Barnes, not out	0
R. M. Ogden, c. Hansell, b. O'Hara	0
G. Powers, st. Brook, b. Wodehouse	0
Extras	2
Total	76

Bowling Analysis

	O.	M.	R.	W.
Rawthorne	5	0	20	0
O'Hara	17	11	19	8
Hansell	11	1	27	2
Wodehouse	5.2	0	8	3

"B"

H. E. Muriel, c. Ellis, b. Bhoora	26
J. R. Robertson, st. Barnes, b. Bhoora	12
J. M. Pearson, b. Bhoora	1
R. W. D. Wodehouse, c. Wallace, b. Bhoora	0
W. N. Hansell, b. Bhoora	15
L. Lienans, b. Odgen	0
C. E. M. Thomson, c. Wilson, b. Bhoora	0
Dr. O'Hara, c. Quincey, b. Odgen	9
C. Brook, not out	29
T. Rawsthorne, c. and b. Wilson	18

(Continued on Page 2)

SPORT AND STAGE

BY DOMINO

RHYMES OF THE TIMES

Lloyd George says "Human tempests now
Are rapidly subsiding."
And soon it seems that he'll allow
Sinn Feinians work at guiding
Their most distressful country to
The goal of its ambition,
Where governments
Pay rates and rents,
And govern by permission.

* * *

While Harding seeks disarmament—
A boon this world to render—
The Japs a little note have sent
To ask for the agenda;
Perhaps they'll get more than they want,
If they should try to meddle.
And it won't be
The S.V.C.
Award—Long Service Medal.

* * *

Doc. Addison resigns his seat
Since he can't have more houses—
My happiness would be complete
With one—but it arouses
My wrath, when there's a house to let,
To find lots of restrictures:
Ten thousand taels
(Ten Mex. in sales)
For furniture and fixtures!

* * *

HOT WEATHER OPERA

The weather is responsible for a lot of trouble.
But whether the weather be cold,
Or whether the weather be hot,
We've got to weather the weather,
Whether we like it or not.

And so that splendid band of vocalists, now singing at the Lyceum Theater, in a series of the most famous operas, have nightly to put up with the discomforts of costumes, grease paints, and hard work, without getting in return the big houses that both their singing and their subjects so thoroughly deserve. But this is one of the many trials that touring companies have to put up with. Waring, with his good players, and fine plays, can get little support in the south. Certainly this is not theater going weather. The fans in the theaters may cool us down for a while, but they interfere with the singing, and often send the playgoer away with a cold that takes weeks to get rid of.

The Russian Opera Company tomorrow appears in "Madame Butterfly," and despite all the trials of the times, the tuneful piece, with its almost local plot, should draw the playgoer from his iced drinks and mosquito proof house to renew acquaintance with "Cho-Cho-San" and "Pinkerton."

The opera is in two acts, and is described as "A Japanese Lyric Tragedy." It is founded upon the book of John Luther Long and the drama by David Belasco. The music, as everyone knows, was written by Giacomo Puccini. It proved a big success when it was first played at the Metropolitan Opera House, New York, in 1907, with Farrar, Caruso, Homer and Scotti in the cast.

* * *

OUT OF THE FRYING PAN

Matheson Lang has achieved a striking success as the Wandering Jew, but it is a well known fact that he is averse to walking anywhere provided he can get a taxi for love or money. And this adds point to the story he tells concerning an old actor, long out of work, who at length secured a "shop" at Oxford, but having no money to pay his fare he was constrained to tramp it.

He set out from Kingston, late one evening, along the tow path, and presently overtook a barge going up the river.

"Do you go to Oxford, skipper?" he asked the man at the helm.

"Yus," was the reply.

"Then might I be allowed to work my passage?"

The bargee agreed, and the next morning, he asked, none too eagerly, what particular job was he to do. "You?" said the bargee. "Oh, you can 'op aht on the towpath and lead the blinkin' 'orse."

* * *

THE PERFECT PUN

At the Vaudeville Club, London, a little time ago, the question arose as to whether anyone alive or dead has ever given utterance to a perfect pun.

Harry Tate, the eccentric comedian, weighed in with a story of a magistrate who ordered an offender to be followed and brought back for using bad language after he had been fined.

He then inflicted a second fine, saying, "If you had used more chaste and refined language, you would not have been chased and refined."

This was considered not a bad pun but not perfect because of the different spellings of the word "chaste" and "chased."

"If a man expectorate on the floor he cannot expect to rate as a gentleman," seemed to fill the bill; but someone objected that although the play upon words was perfect, there was a "t" too many in the "expect to rate."

* * *

GEORGE ROBEY'S IDEA OF HEAVEN

"The idea! Don't you know, I've never thought about it! Candid folk tell me that my chances of a visit are so remote that I have tried not to think of a future at all. However since you ask me my idea of Heaven, I'll tell you. It is a place peopled by strong men whom I can put 'to sleep' in one round; first-class bowlers whose pet deliveries I can hit for four at will; and simple souls who laugh deliriously at my time honored gags. A land whose bushes bear fifteen shilling cigars; whose rivers flow with wine; and whose goal posts expand when they see I'm going to shoot.

"And that," says he, what time a modest blush suffused his cheek, "is my idea of heaven."

* * *

Gina Palerme, the dainty dancer, when asked the same question replied: "Heaven to my idea is like a bald man's head—bright and shining place, and there is no parting there."

* * *

Stanley Lupino, in his answer, drops a hint to local playgoers:

"My idea of heaven is to see the stalls full when the curtain goes up—on time."

* * *

THE NEW LOVE LANGUAGE

(In a recent action for breach of promise the judge commented upon the love letters which had passed between the parties which contained "a good deal of bad language.")

Belinda, I love you like blazes,
It's Hell when you're not by my side;
I drop into verse and I cavel and curse
When you hint you will not be my bride.
My passion's tremendous (confound it)
I find it the vilest deuce
To hymn the delights of my darling o' nights
Without streams of abuse.

* * *

Why, damme, there's nobody like you!
So gentle and modest and sweet;
You are devilish fine and you've got to be mine
Or I'll smash every lamp in the street!
By Jove, how I love you Belinda,
No blighter shall stand in my place;
And if any old buck should come after my duck
I'll jump on his face!
—Percy Merriman in "London Opinion."

* * *

A FEW SHORT RUNS

Many quaint and amusing incidents have marked the cricketing career of Lord Harris, treasurer of the M.C.C., and the moving spirit in Kent cricket for half a century. The veteran cricketer has written a book called "A Few Short Runs" (it is published by Murray) in which he tells in a bright and breezy style many a good story. Some of his best concern umpires. He tells of one old county player who was umpiring in a match in which a well known amateur, while batting, continually got out of his ground in order to tempt the field to throw at the wicket. At last one hit the stumps. "Not out!" was the decision. At the end of the over the umpire went up to the batsman and whispered "You really must be more careful, sir, you were clean out that time!"

Fuller Pilch, who, until W. G. Grace's time was perhaps the finest batsman the game had produced, acted as umpire in his later days. "I have played when he was umpiring," writes Lord Harris, "and remember he was seriously affected by hiccoughs. The following might not infrequently be heard: 'How's that, Fuller?' (Hiccough) 'Cuss that ginger beer! Not out!' "

A well known cricker character of that time was Harry Jupp, who used to play for Sugrey. Jupp was a stolid person without a vestige of humor. One day, however, he had the laugh of C. I. Thornton, the Kent and Middlesex smiter. The latter was fielding at short leg, and was just finishing an apricot as the first ball after the interval was bowled to Jupp. It was a leg ball, but "Juppy" merely looked round. "Why didn't you hit it, 'Juppy'?" someone asked. "Cos I thought Mr. Thornton hadn't finished his apricot," was the reply.

* * *

TENNIS TEASERS

The Lawn Tennis Association is rarely called upon to decide

(Continued on Page 2)

Bydand Polo Challenge Cup Will Be Played Off On The "Knock Out" Plan

Play Commences Tuesday; Finals Expected For Saturday: American Scheme Abandoned When Three Teams Withdraw Due To Players Leaving City; Assignments Revised

Yesterday was to have seen the commencement of a new plan for the yearly competition for the Bydand polo cup, of which the first round of play had been about played through at the recreation ground field. The change of scheme of play was forced by the scratching of three of the seven teams originally entered, and twice revised due to departures from port, etc.

The new revision of teams and assignment of players as announced yesterday provides for five teams, instead of the original seven. One reserve player is provided for each team. The scheme of play to be adopted in the competition, commencing on the first suitable day, is the "knock out" plan, or what is termed in America as the elimination plan.

The abandonment of the American plan which provides that the team scoring the highest number of goals in all wins, and necessitated a much longer schedule of play, was made necessary by the breaking up of three of the last revised teams, and the enforced playing of substitutes on all of the others. Absence of players from port, and the time required for playing the tournament forced a new plan.

The first games under the new plan were to have been played yesterday but the rain made a commencement impossible. Tuesday now will see the first games of the elimination, with the second round on Thursday and the final match on Saturday.

The drawings for the first play put the "A" team opposing "D", "B" opposing "C", and "E" drawing a bye. Thursday will have two teams drawn from Tuesday's two winners, and the bye, at play, and on Saturday the winner of Thursday and the odd team will play off the final.

The revised teams for the tournament follow:

A. team—E. H. McMichael, Dr. C. N. Davis, L. R. Andrews, O. S. B. Rowe, and G. L. Wilson, reserve.

B. team—H. G. Robinson, Dr. Billinghurst, A. David, E. Toeg, and V. Bicker-Caarton, reserve.

C. team—R. I. Fearon, J. F. Brenan, M. O. Springfield, J. C. Grieg, and George Wilson, reserve.

D. team—N. W. Hickling, H. S. Lindsay, W. G. Crokam, J. P. B. Eastwood, and A. N. Dallas, reserve.

E. team—C. C. Boyd, E. S. B. Rowe, E. S. Hine, J. H. Liddell, and E. F. Turner, reserve.

Giants Land Heinie Groh; Holdout To Be Reinstated

Six Figure Payment, Besides Trade Of Kauff Barnes And Rapp Involved In Deal For Cincinnati's Star Third Baseman

Cincinnati, June 4.—Heinie Groh, third baseman of the Cincinnati baseball team, will be transferred to the New York National League baseball club, according to persons in close touch with the affairs of the Reds.

Application has been made to Commissioner Landis for the reinstatement of Groh. Upon receipt of its favorable consideration the officials of the Cincinnati baseball club will announce that he has been released to New York.

The consideration for his release has not been made public, as details are not to be officially announced pending the indorsement and approval of the head of baseball for a return to good standing. However, it is understood that a large sum of money and three players will be sent to Cincinnati in exchange for Groh.

The amount of the cash payment will go into six figures, and the players of the Giants who are to be released to Cincinnati in exchange for the services of the third baseman are Barnes, Kauff and Rapp. The reinstatement of Kauff is still under advisement by the office of the commissioner of baseball. If it should not be favorably acted upon arrangements will be made to satisfy Cincinnati with another player.

REFUSED TO SIGN CONTRACT

Before the beginning of the season Groh refused to sign a contract with the Cincinnati club. He was one of three of the prominent players of the team, the other two being Kopt and Roush. Each of them demanded an advance in salary over their contracts of 1920 and placed their figures so high that the Cincinnati club refused to entertain them.

Negotiations were maintained with the three players, but none of them went to spring training camp and it was not until after the season had begun that Kopt and Roush were signed to contracts at something near their own terms, which were very steep in view of the poor showing that had been made by the Reds in 1920.

Groh discussed the matter of signing a contract with the head of the club, but did not come to terms.

When articles appeared in the Cincinnati press criticising Groh for not coming to terms with the team, their nature incensed him so that he made public announcement that he would not sign a contract with Cincinnati under any conditions and would never play with Cincinnati again.

He gave up his residence in the city and left for the East. It was reported at that time that he had a chance to play ball with a semi-professional club in New York city. Shortly after leaving Cincinnati he was induced to return and talk conditions over again with Garry Hermann, president of the Cincinnati club. Still reiterating his determination never to play with Cincinnati again, Groh finally consented to sign a contract that he might be used in a trade by Cincinnati with some other team.

A contract was signed, which is said to call for a salary of $10,000 annually, and when it was agreed to Groh immediately applied for reinstatement to Commissioner Landis, the Cincinnati management giving sanction to his application.

OTHER CLUBS WANT HIM

In addition to the Giants, the Brooklyn, Chicago and Pittsburgh clubs all have been in the market for Groh. The Brooklyn club was willing to pay cash and transfer players. It is said that Pfeffer the pitcher, was one of the Brooklyn players named.

The Chicago club had little to give in the way of players but the owners of the club were willing to go to any length in the way of cash. It was the lack of suitable players by Chicago which stood against them in the deal as the Cincinnati management is anxious to get players with the team making its present poor showing.

Pittsburgh had been quietly negotiating to obtain the services of Groh from the time that it became noised that he was on the market. Dreyfuss was willing to pay liberally in cash and to hand over some players, but at least two of the Pittsburgh players, who were to be considered in the transaction, were youngsters, and Moran, the Cincinnati manager, was not willing to experiment with youngsters in his desire to put his team nearer the top.

It was the quality of the three players that the Giants would give that helped to swing the deal their way, in addition to the fact that New York had been first to open negotiations for the services of Groh, and was entitled to consideration because of the prior willingness to obtain him.

All three of the players that New York is expected to send to Cincinnati will help the Reds. They need a pitcher badly. They need an outfielder very much, and they can use Rapp at third base for he is probably a superior player to Bohne.

Major S. A. Ransom Is Honored At Tiffin By American Co., S.V.C.

MAJOR S. A. BANSOM, M.D.

Tributes Paid by Judge Lobingier, Consul General Cunningham And Corps Officials; Municipal Councillor, Leader In American Affairs And Sportsman Leaves On Shinyo Tuesday

Major S. A. Ransom, commanding officer of the American Company, S. V. C., which he organised 15 years ago, was tendered a farewell tiffin by the unit yesterday at the Astor House, which was attended by leading American officials and Commandant R. Marr Johnson of the Volunteer Corps; and Major H. W. Pilcher, second in command. The Municipal Council was represented by Sterling Fessenden while Judge Charles S. Lobingier of the United States Court for China and U.S. Consul-General Edwin S. Cunningham were present. Lieutenant T. Olsen, who is to command the American Company during Major Ransom's absence, acted as toastmaster.

Major Ransom leaves for the United States Tuesday afternoon on the Shinyo Maru and will probably be away from Shanghai about six months.

Yesterday's tiffin gave evidence of the esteem in which he is held not only by his fellow citizens of the American community but by other nationals. He was extolled as a citizen and a sportsman, praised for the unstinted public service rendered, and thanked for his efforts in behalf of American enterprises.

STARTED COMPANY

In December of 1905, during the riots, the United States Consulate-General was defended by a Japanese sailor and two Americans released on parole from the U.S. Consular Jail. It was then that Major Ransom started the agitation for an American Company in the Volunteer Corps and with the exception of the few months that he has been absent from Shanghai, since that time he has commanded the unit.

He was chairman of the Shanghai Rifle Association for over ten years, thrice was elected chairman of the American Association of China. When the International Medical Association was formed, Dr. Ransom was chosen as its president.

For his activities as a volunteer, Major Ransom is best known. Seventy men were present at the American Company farewell tiffin yesterday and all the speakers stressed Major Ransom's success with the unit.

"As members of the American Company we are proud of Major Ransom's standing in the Corps and his example as a volunteer is one which we should all follow," said Lieutenant Olsen in his opening remarks.

"We are here to say farewell to the man we honor and respect, a man whose hard work and unstinted effort we appreciate, a man whom we shall miss," he continued.

Lieutenant Olsen, in introducing his superior officer urged the American Company members to unite in an effort to double the strength of the unit during Major Ransom's absence.

MAJ. RANSOM REPLIES

Major Ransom replied briefly, expressing his appreciation at the gathering and his gratification at being in command of the company for such an extended period.

"Mr. Olsen has struck the keynote when he urged more members," said Major Ransom. "Support the company, add numbers to its strength, stay with the company. In this unit we have the fundamentals for being the best organisation in the corps and the proper co-operation and enthusiasm will bring this about.

"In the past we have made many records particularly in shooting competitions. We should regain the position we held for several years.

"It will be a keen pleasure to me if the American Company is double its present strength when I return. I have repeatedly urged a large unit. We should not only have the maximum strength allowed under the S. V. C. regulations but that demanded in the United States army—twice the strength under the S. V. C. regulations.

"The company has a great place in the American community and aggregates a splendid type of man as its members. In this growing American community we can make this company a potentiality, that is my fondest wish."

MR. CUNNINGHAM SPEAKS

Assistance of the United States Consulate-General was pledged to the American Company by Mr. Cunningham, who was the next speaker.

"Major Ransom, when he leaves, will carry with him the best wishes of the American community for he is an active member of every American organisation and an ardent worker for everything to benefit the American community," said the Consul-General.

Mr. Cunningham praised the Volunteer Corps for its efficiency and the American Company for its spirit and success in aiding the "get-together movement" in the American community.

"The American community appreciates what you as a company have done on Washington's Birthday and Memorial Day," Mr. Cunningham said.

He voiced the hope that Mr. Olsen's vision of a company twice the size of the present unit be realised and pledged the assistance of the consulate towards the fulfillment of the idea.

S.V.C. COMMANDANT

Colonel R. Marr Johnson, commanding officer of the Volunteer Corps, expressed the hope that Major Ransom would be chosen as a member of the Municipal Council Watch Committee.

He urged the recruiting campaign, telling the men "the best way to get recruits is for members of the company to get them."

JUDGE LOBINGIER SPEAKS

Judge Charles S. Lobingier expressed his pleasure at being able to join in the tribute to Major Ransom.

"To him more than to anyone else is due the success, the prestige and the efficiency of the American Company," said Judge Lobingier.

"Only on the occasions when emergencies arise do we realise the value of the company and can we appreciate its worth but the organisation cannot respond to emergencies unless it is properly trained and prepared.

"I have often wondered how a professional man with such a large medical practice can engage in so many activities and be so prominent in all public spirited enterprises. And I think you will agree with me that the fruits of Major Ransom's efforts are most apparent in the American Company."

The American member of the Watch Committee and colleague of Dr. Ransom on the Municipal Council, Mr. Sterling Fessenden, and Major Pilcher were the other speakers.

Major Pilcher told of Dr. Ransom's early interest in the Volunteers and spoke of his long friendship with the commander of the American Company.

Among those who attended the tiffin yesterday was Lieutenant William E Sauer, who was a member of the original American Company in 1906, having aided Major Ransom in its formation.

FANS HOPEFUL WEATHER MAN WILL RELENT

Clash Is Scheduled Between Red Sox and Blue Sox This Afternoon

OUTCOME DUBIOUS MATTER

Plans For Games With Picked Japanese Team Are Still In Air

It is practically a certainty that baseball will be played today at the Race Course, with the Red Sox and Blue Sox of the Shanghai Baseball Club contending for the honors. We had the rain yesterday which has been threatening for several days to spoil the baseball field, so surely this afternoon, the only remaining week-end date will be left clear and dry.

There is a deal of interest in the Red Sox-Blue Sox games which were announced first Thursday evening. The strength of the club was very cleverly divided to the two teams, so that there is a real question as to which of the colors might get through a game at the long end of the score.

With yesterday's rain and the enforced cancelling of the game, it is a question today who will pitch for the two teams today. Dennison and Terry were slated to work on Saturday for the Reds and the Blues respectively, with Merrill and Arit kept in reserve for today. It is probable that the two men scheduled for yesterday's game will work today, for they are both in excellent shape, and with Dennison in the box Merrill will be free to fill the hole in left, for the Reds.

This afternoon's game commences at 3:30 o'clock. The teams will line up as follows:

Blue Sox—Wilhoit 1b, Crow 2b, Bills ss, Maloney 3b, Hoag c, Terry p, Arit p, Hewitt rf, Nelson cf, Sperry lf.

Red Sox—Stovall 1b, Roeser 2b, Wolfe ss, Hendrickson 3b, Griffith c, Dennison p, Merrill p, Pruitt rf, Smith cf, Merrill lf.

Nothing new in regard to the games with the picked Japanese team for next week-end has developed over night. Manager Ross has booked the strongest team in Hongkew, and the Japanese managers are now at work on the task of making their selections. The newly gathered together team, with the best of the numerous Japanese teams in the lineup will be given a few workouts during the week, and will be on hand Saturday and Sunday for a strong game.

AUSTRALIA AND SCOTS CRICKET MATCH IS DRAWN

Home Team All Of Second Day At Bat Score 294 Runs For Eight Wickets

(Reuter's Service)

London, July 15.—Eight thousand spectators witnessed the second and final day's play at Edinburgh between the Australians and a Scottish eleven, in sunny weather. Batting on a fast pitch, the home side were all day at the wicket, knocking up 294 for eight wickets. The best performance was that of Kerr, their captain, who made 147, which included 12 fours, while Alexander put on 60, hitting eight fours. The match was drawn.

The following are the results of cricket matches concluded today:

At Lord's.—Players beat Gentlemen by nine wickets.

At Brighton.—Sussex beat Northamptonshire by an innings and 291.

At Taunton.—Worcestershire beat Somersetshire by 128.

At Tunbridge Wells.—Kent beat Essex by eight wickets.

At Nottingham.—Hampshire led on first innings in a drawn match against Notts.

Baer: SAYS "BUGS"

SVENGALI JOINS CHAMPION'S CAMP

Will Hypnotise De Scamps—Danbury Hatters Present Champ With Thimble

BY 'BUGS' BAER

Friend paper: The little town of Badnews rises up on its unoiled axles and requests the pleasure of Gink Fowler's non-appearance. This is the only place for your champ to train. There are two cops for every citizen, everybody lives in a hospital, and we think that an ambulance is a pleasure car. Bandy Bart lives here and once you pasted Gink so hard in Detroit that he got a yard and a half of earthquake news in the Italian newspapers.

Bandy is now 108 years old, but challenges both Dempsey and Carpentier. Yours frumagely.

KID CARLOS, Detroit.

Everything was as quiet as a riot in a china store in Haverstraw yesterday. The champ is now in shape like a busted sofa. The Glutt is simmering like a quart of Vesuvius. It looks as if he intends to put over two feet of diplomacy and call it a yard. Gink and The Glutt sparred lightly yesterday, so there was nothing for the ashmen to haul away but busted teeth and loose ears.

The Roughtown champion is one of the most intelligent fighters that ever drew a coat shirt on over his head. All his ideas are built on a rock foundation. He ran ten miles after breakfast this morning, but didn't catch up to it.

President Harding will visit his camp today to confer with The Gultt on our European policy. Einstein dropped in for a chirp, but ran into a shower of sparkling knuckles and withdrew on the lamm. Gink has developed a left hook that is more deadly than a bride's biscuits. He crashed one dozen sparring partners loose from their hinges and then went after The Glutt.

There is a rumor that Carp has bought a ticket on a liner sailing Sept. 1. Also some stories circulating around that Dempsey intends to sprain his spoon on a lamp chop on the last day in December. This will leave Gink the disputed champion of the world and suburbs.

They are all afraid of this man. Even his landlord yodels up the dumbwaiter shaft when asking for the rent. Gink is in beautiful shape right now and is the picture of a Welsh rabbit. He is perfectly au gratin.

A Frenchman named De Scamps rattled into camp yesterday. He is a hypnotist and guarantees to mesmerise both Carp and Depmsey, and Carp lost to Dempsey. However, as Svengali is already here we won't need De Scamps. Gink will allow him to hang around for a while in case the regular punching bag swoons with the heat.

The champ now weighs 200 pounds net, tableside. He is starving himself between six fat meals a day. The Great Atlantic and Pacific Tea Company denied that they are putting prizes in their packages, but Gink got a tin whistle in his morning dish of goulash and declares it to be a good omen. We may have to move away from Haverstraw, as the warm weather is causing the squirrels to come down out of the trees. Gink will enter the ring with an Ostermoor strapped to his back.

The betting is now twenty to none that Gink doesn't get his toupee mussed. Over 20,000 autograph hunters have already smeared the works. Gink is willing to sign his name to anything provided the other guy pays the protest charges.

Cricket Club Beats Recs In Fast Game

(Continued from Page 1)

S. Vine, b. Wilson 2
Extras 5

Total 117

Bowling Analysis

	O.	M.	R.	W.
Bhoora	19	3	39	6
Manley	7	0	30	0
Wilson	11.5	3	27	2
Ogden	4	0	16	2

After a very late start, the match between the M.G.C. and "A" XI of the S.C.C. had to be left drawn, the club playing with two men short at the beginning.

Batting first on a mud patch the club scored 153 of which Willie Clifford scored 46 not out, Dr. Morriss with 18, and Mancel Smith, who had the misfortune to hit his wicket when he had scored 17, aiding him against the attack of the "Emma Gs." Simpson going in late collected a dozen before being caught and bowled by Leach, who bowled fifteen overs, claiming 3 wickets for 44 runs.

The M. G. Co. replied with 111 for 6 when time was up, A. E. Piercy with 29 and Leach, with a crisp 40, and A. V. White getting most of the runs. The light at one point of the game was very ricky and the cut up state of the wicket made the sighting of the ball difficult. Dr. Morris going on late with his slows claimed the best average, 2 for 18.

Below are the detailed scores:

M. G. CO.

A. E. Piercy, c. Mancel Smith, b. Clifford 29
W. J. Hawkings, b. Allison .. 5
A. W. Hayward, c. Allison, b. Day 3
D. W. Leach, b. Morriss 40
A. O. White, c. Langley, b. Morriss 21
B. W. Duthoit, l.b.w., b. Allison 4
R. E. Newman, not out 3
L. Goldman, H. E. Jones, J. H. Underwood, J. Tomlinson .....did not bat
Extras 4

Total 111

Bowling Analysis

	O.	M.	R.	W.
Day	12	3	26	1
Allison	14	3	36	2
Clifford	4	0	25	1
Morriss	5	1	18	2

"A" TEAM

C. E. Mancel Smith, b. wkt. Leach 17
A. W. Day, c. Newman, b. Leach 7
W. C. G. Clifford, not out ... 46
Dr. Morriss, c. Hayward, b. Duthoit 18
A. E. Lanning, c. Hayward, b. Duthoit 0
A. H. Leslie, c. Hayward, b. Duthoit 0
H. W. Allison, b. Piercy 8
F. V. Simpson, c. and b. Leach 12
H. Langley, not out 7
R. W. Roberts, did not bat .. 0
Extras 8

Total 123

Bowling Analysis

	O.	M.	R.	W.
Leach	15	3	44	3
Tomlinson	9	0	26	0
Piercy	8	0	30	1
Duthoit	5	1	11	3
Underwood	3	1	4	2

"Mignon"

Mignon, that charming and tuneful setting of an episode in Goethe's Wilhelm Meister, which made Ambroise Thomas famous as a composer, was given to a rapturous and enthusiastic audience at the Lyceum Theater last night. Its interpretation by the Russian Grand Opera Company added one more to the list of artistic triumphs scored by these singers in Shanghai.

Miss Burskaya as Mignon, the girl stolen in childhood by gypsies, played her role most convincingly and her rendition of "Knowest thou the land" pleased even those whose love for the opera had been fostered by world-famed singers.

The other feminine part, that of Filina, an actress in a group of strolling players, was admirably portrayed by Miss Kasanskaya, who received a veritable ovation for her rendition of the Polonaise. The applause lasted several minutes.

The chief personage in the unfolding of the story of the opera, Lothario, father of Mignon who is wandering through Germany, seeking her, was depicted by Mr. Tulsinoff, whose round basso was heard to great advantage in the famous duet, The Swallow's Song.

Wilhelm, the student who buys Mignon from the gypsy band, gave ample opportunity for the sweet tenor of Mr. Svetloff, while the parts of Frederick, the nobleman, Laertes, actor, and Giarno, the gypsy, were excellently sung by Miss Ivanova and Messrs. Chrijianovsky and Ardotoff.

PIGEON SHOOT ON TODAY FOR 'OLD BILL' CUP

Commences 4 p.m.; Big Entry List Expected; 40 Birds Allowed Each Man

The Shanghai Clay pigeon club will hold a shoot this afternoon at 4 o'clock for the "Old Bill" cup, which was presented to the club by Mr. E. O. Cumming, owner of this Spring Champions winner, and named in its honor.

Today's shoot is the first that the club has held for two weeks due to the delayed arrival of new shipments of birds from Japan.

Forty birds to the entrant with the regular club handicap in force will be the chief conditions for today's shoot. It is expected that a large number of members will enter the competition.

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A French Remedy for all Irregularities. This Perfect Ladies keep a box of Martin's Pills in the house as then the first sign of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores or post free 6/- from MARTIN Chemist SOUTHAMPTON ENG

Sport And Stage

(Continued from Page 1)

knotty points for which provision is not, or does not appear to be, made in the laws of the game. One is probably safe in saying that every possible contingency is provided for by the rules, but the solution of the riddle sometimes takes a bit of finding.

For example, a player, unable to reach the ball, throws his racket at it, and so returns the ball into the proper court. Is it a "good" stroke? In deciding against the stroke, the ruling body quoted Law 15. This rule provides that the ball is out of play when it touches a player or anything he wears or carries, except his racket, in the act of striking. It was held that the player was not in the act of striking when the ball and racket met.

The same law covers the case of a player who "fields" or catches the ball on his racket, goes up to the net with it, and drops it over, presumably while his opponent is having a fit or yelling for a policeman.

A player rushing up from the base line to get one of those nasty just-over-the-net lobs, makes the return, and then, to avoid crashing into the net, jumps over it. Is it a "good" return? No, Law 5 says that "the players shall stand on opposite sides of the net." But it is a scoring shot if before the player jumps the net the ball has gone out of play—that is, has been missed or returned.

NESTLE'S CUP

The 12th competition of the "Nestle's Cup" of the Shanghai Rifle Association will be held at the Rifle Range at 6:30 o'clock on the morning of July 25.

Attractions At The Theaters

In the list of theatrical offerings for the coming week one of the noteworthy productions that will be shown in the picture "Chains of Evidence" opens at the Apollo theater tomorrow night and will be shown for three nights. It is a dramatisation of Sallas M. Fitzgerald's story and is a tale taken from real life filled with pathos and vibrant with humanity. Included in the exceptional cast are Marie Shotwell, Edmund Breese and Anna Lehr.

"The Sultana of Love," the spectacular colored moving picture which has proved such a remarkable success here, is to be shown for the final time on today's matinee bill at the Apollo and the feature of the program tonight at the Apollo will be the great picture "One Hour Before Dawn." This is a mystery drama, extraordinary for its baffling situations and alive with swift action.

Opening next Thursday at the Apollo the celebrated story of studio life and the lure of big cities, "Tarnished Reputations" is to be presented through the week-end. This is a tense gripping drama in which is unfolded a remarkable love story. Dolores Cassinelli, noted film beauty, appears as star in the production.

The great climax of the army serial picture, "Pearl of the Army," which has been running at the Isis theater is to be presented at the matinee today. Pearl White has the stellar role in this production and it has been pronounced one of the greatest pictures in which she has appeared.

Tonight at the Isis Douglas Fairbanks' latest production is to be shown as the feature of the program. This is "The American," a story with a setting on the Mexican border which affords full scope for all the talents of the great comedian. Sydney and Abbott, living marionettes in songs, stories and dances, also appear on the program.

An announcement of particular interest in the theatrical world is that the famous picture "The Sack of Rome" will be presented here shortly at the Olympic theater. This is one of the recent great spectacular productions and according to one critic nothing like it has been produced since the screeching of "Intolerance." More than 20,000 people figure in this production.

"Johanna Enlists," said to be one of the most charming stories in which Mary Pickford has ever appeared, is the feature of programs today at the Olympic, matinee and night. It is a Lasky production novel in plot and treatment and the role play the star gives full opportuni the play of her well-l talents.

Opening next Thursday at the Olympic theater a s program will be presented b Jewish Operetta-Dramatic pany. "Grandmother and G child," a play by A. Goldf will be presented by the com

The feature of matinee evening programs today a Victoria theater will be W. Reid's latest success, "The From Funeral Range." T a gripping western story which a wonderful romanc been woven. In addition t picture two new episodes o serial, "The Screaming Sha will be shown on the ma program.

The celebrated opera "Ma Butterfly" is to be the off of the Russian Grand Opera pany tomorrow night at Lyceum theater when a chorus with an orchestra will take part.

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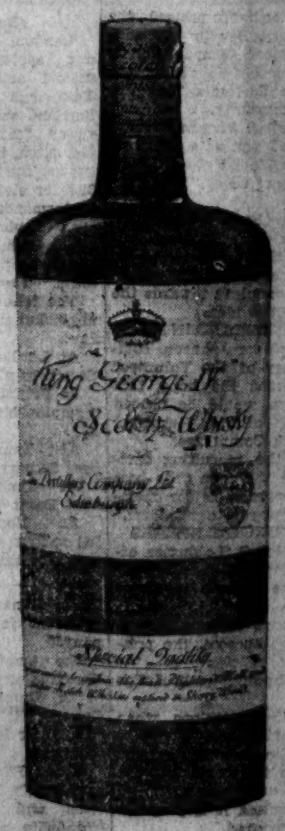

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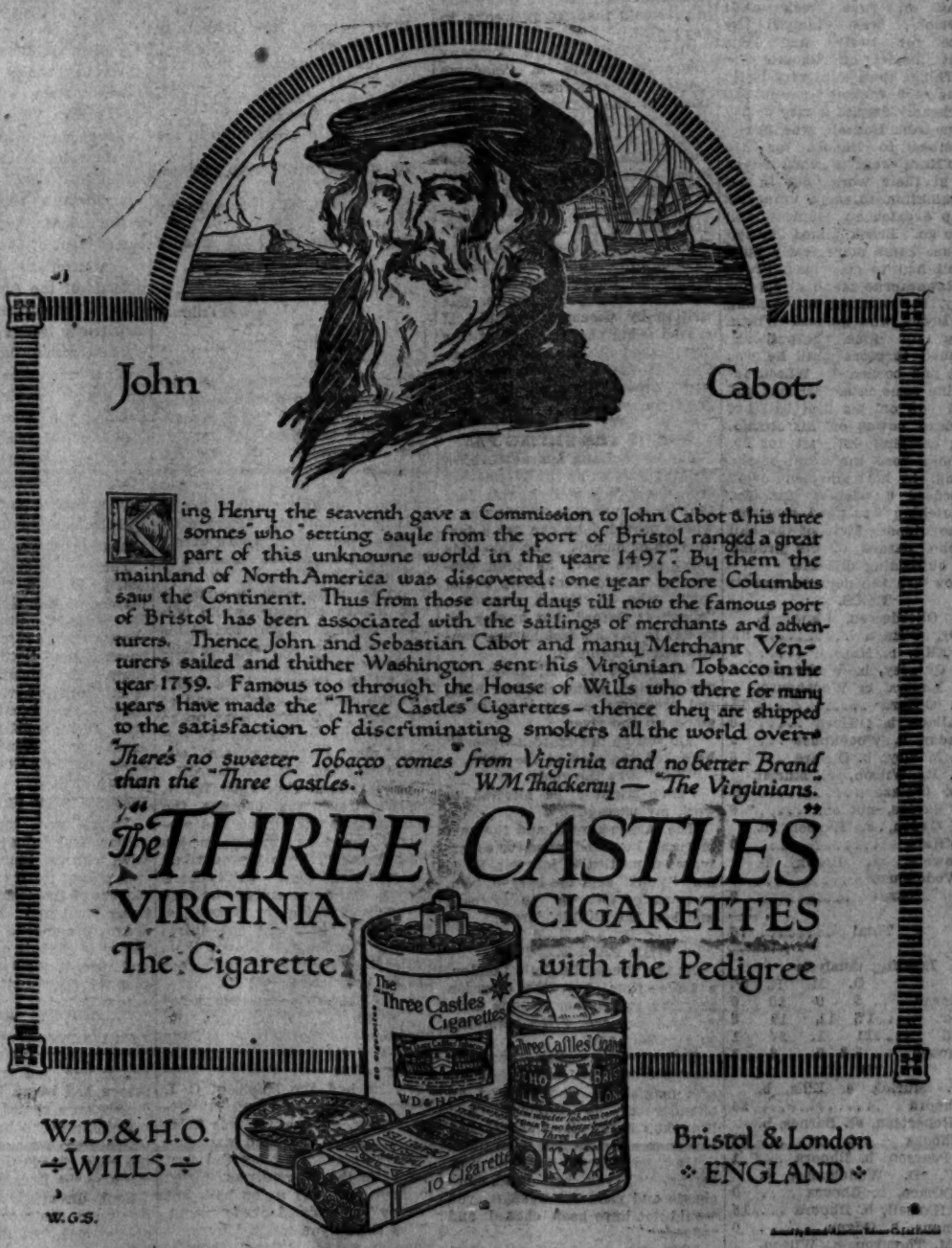

King Henry the seaventh gave a Commission to John Cabot & his three sonnes who setting sayle from the port of Bristol ranged a great part of this unknowne world in the yeare 1497. By them the mainland of North America was discovered: one year before Columbus saw the Continent. Thus from those early days till now the famous port of Bristol has been associated with the sailings of merchants and adventurers. Thence John and Sebastian Cabot and many Merchant Venturers sailed and thither Washington sent his Virginian Tobacco in the year 1759. Famous too through the House of Wills who there for many years have made the "Three Castles" Cigarettes - thence they are shipped to the satisfaction of discriminating smokers all the world over.

"There's no sweeter Tobacco comes from Virginia and no better Brand than the "Three Castles". W.M. Thackeray — "The Virginians."

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W.D.&H.O. WILLS
W.G.S.
Bristol & London ENGLAND

Comic Picture Section

Sunday, July 17th, 1921

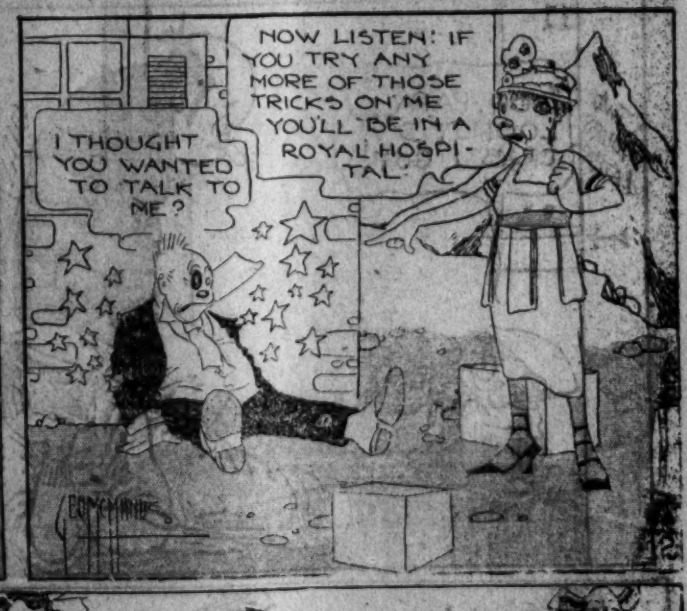
Bringing Up Father

AH! YES - MANY OF THE NOBILITY OF EUROPE ARE WORKING FOR THEIR LIVING IN SWITZERLAND SINCE THE WAR!
I'M GLAD SOMEBODY IS WORKIN'!
HOW ROMANTIC!
1

THERE IS THE GRAND DUKE OF HAMANEGGS FOR INSTANCE - HE DRIVES A HACK!
WHICH ONE IS HE? THIS IS MOST INTERESTING!
I HOPE SHE KEEPS INTERESTED UNTIL I GIT OUT OF SIGHT!
2

I SHOOK MAGGIE - SHE'S CHEWIN' THE RAG WITH THE HEAD WAITER ABOUT THE NOBILITY!
SPEAKIN' OF THE NOBILITY - I WISH I HAD ANOTHER KING!
4

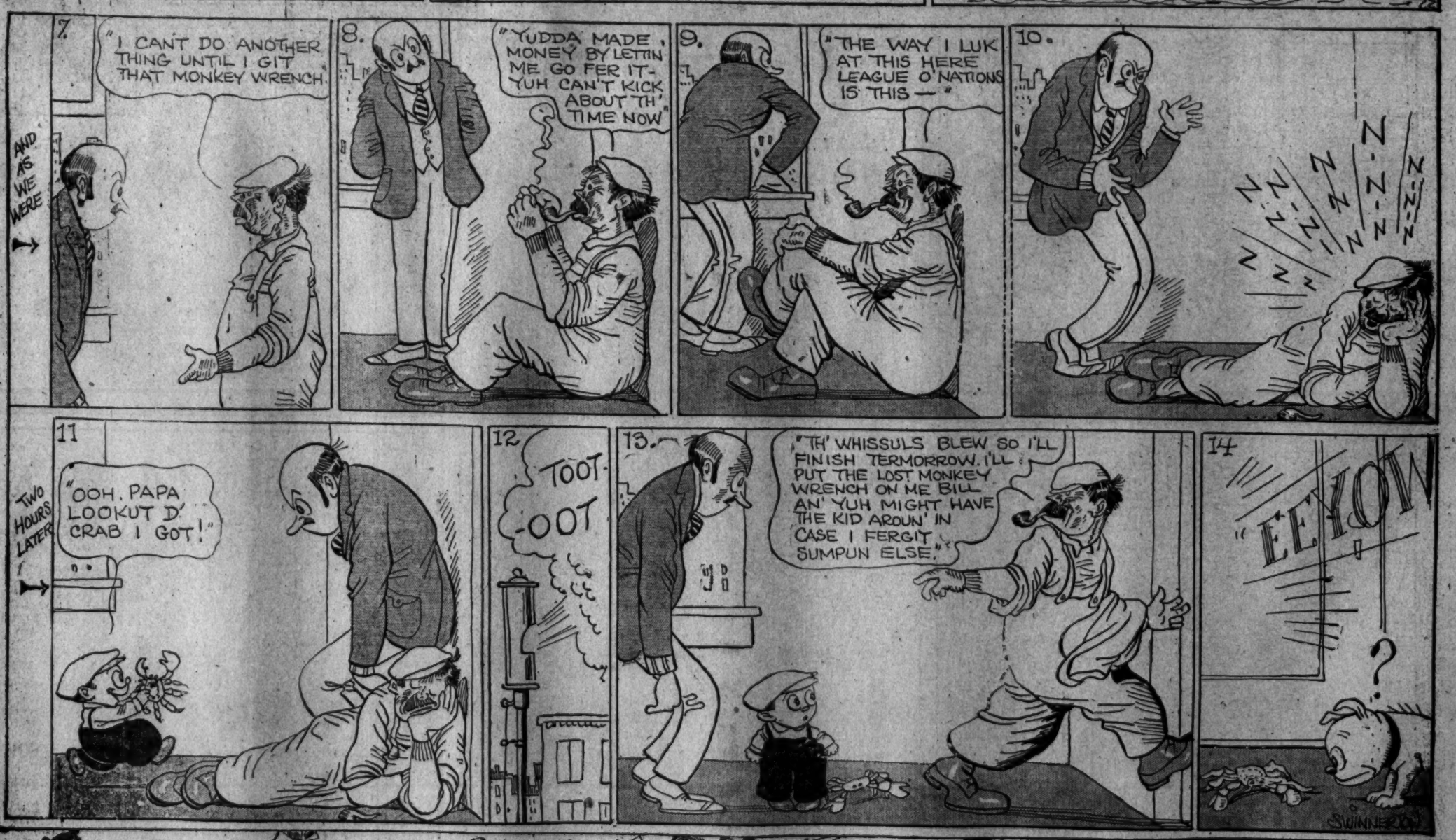
SO THAT'S A DUKE - EH?
SOMETHING TELLS ME THERE IS GOIN' TO BE A JOB FOR A DOCTOR HERE IN A MINUTE -
I WAS A FOOL FOR GIVIN' UP ME JOB IN THE FACTORY TO MARRY YOU!
9



Little Jimmy

1
"MR PLUMBER. IF YOU'RE PUTTING ON YOUR COAT TO GO AFTER SOME TOOL YOU'VE FORGOTTEN, YOU CAN TAKE IT RIGHT OFF AGAIN. MY LITTLE BOY CAN RUN AND GET IT WHILE YOU WORK ON SOMETHING YOU CAN DO WITHOUT IT- I'VE PAID ENOUGH TO YOUR BUNCH FOR TIME USED UP ON THAT GAG"
"AW VERY WELL MISTER HE CAN GO OVER TO THE SHOP AN' AST ME PARTNER FER A MONKEY WRENCH"
"MAKE IT SNAPPY JIMMY - HIS SHOP ISN'T FAR. YOU OUGHT TO BE BACK IN FIFTEEN MINUTES"
3.
"PLEASE SIR YOUR PARTNER UP AT OUR HOUSE WANTS A MONKEY WRENCH".

4
"WHAT'S THAT NET FOR?"
"-FER CATCHIN' CRABS - WE NEED A SINKER- GEE-KIN WE HAVE THAT OLE MONKEY WRENCH?"
"WE ULL GIVE YOUSE A THOID INTRES IN ALL WE GIT."
5.
"WHERE D'YE GET 'EM?"
"COME ON- I'LL SHOW YEH."
"HE'S D' CHAMPEEN CRAB FISHER!"
6.
"HI BEANS. QUIT YER PULLIN'
"CRACKEY! I BET YUH GITTA MILLYUN WIT' THAT SINKER- HUH?"


7
"I CAN'T DO ANOTHER THING UNTIL I GIT THAT MONKEY WRENCH"
AND AS WE WERE
8.
"YUDDA MADE MONEY BY LETTIN ME GO FER IT- YUH CAN'T KICK ABOUT TH' TIME NOW"
9.
"THE WAY I LUK AT THIS HERE LEAGUE O'NATIONS IS THIS —"
10.
Z-Z-Z-Z
11
TWO HOURS LATER
"OOH. PAPA LOOKUT D' CRAB I GOT!"
12
TOOT-OOT
13.
"TH' WHISSULS BLEW SO I'LL FINISH TERMORROW. I'LL PUT THE LOST MONKEY WRENCH ON ME BILL AN' YUH MIGHT HAVE THE KID AROUN' IN CASE I FERGIT SUMPUN ELSE."
14
"EE-YOW"
?
SWINNERTON